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ANNOUNCEMENT

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recording of homestead entries, each corresponding period of 1929 by 1,020,000 acres. Between January 1 and September 1, 1930, 1,135 homesteads were filed upon in the Edmonton land office district compared with 2,283 for the similar five months of 1929. The figure was more than one-third smaller for all Western Canada, which attained 1,550 homesteads while the district is compared with 1,174 for the corresponding period of 1929.

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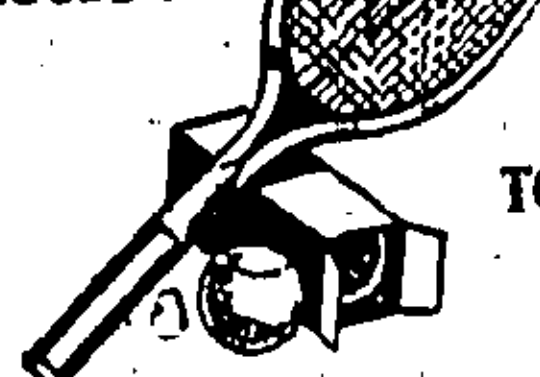
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TO-DAY'S PROGRAMME.

The following programme will
be broadcast to-day from the
Hong Kong Broadcasting Station
Z.B.W. on a wavelength of 855
metres:—

1.30 p.m.—Weather Report,
Local Time, etc.
2 p.m.—Close Down.
4-7 p.m.—Chinese Programme.
7 p.m.—European Programme
of H.M.V. & Victor Records sup-
plied by Messrs. S. Moutrie & Co.
7-7.30 p.m.—Talkie Hits.
Organ Solo—
"So, Beats My Heart for You,"
Jesse Crawford (22557).
Chorus—
Happy Feet,
Sing Something Simple,
The Revellers (22547).
Song—
On Top of the World, Alone,
It's a Habit of Mine,
Maurice Chevalier, Baritone
(22007).
Humorous Song—
I Like to do Things for You,
My Love ... Grace Hayes (22388).
Song—
The Song of the Dawn,
It Happened in Monterey,
John Boles, Tenor (22372).
7.30-8 p.m.—Orchestral & Organ
Solo.
Sakuntala—Overture,
Victor Symphony Orchestra
(22536-4).
Espanita,
La Serenata,
Victoria Orchestra (30005).
Fantasia & Fugue on "B.A.C.H."
(List) ... Guy Wetz, Organist
(35928).
8-8.30 p.m.—
Faust (The Fair),
Metropolitan Opera Chorus
(0097).
The Flying Dutchman—
Seneca's Ballad (Wagner),
Elizabeth Rethberg, Soprano
(1477).
Meditations—An Imp Wove a Spell
(Wagner),
Friedrich Schorr, Baritone
(7319).
Norma—Queen of Heaven,
Rosa Ponselle, Soprano
(8125).
8.30-9 p.m.—
Violin Solo—
Song of Spain,
1. Spanish Song,
2. Rondo ... Master Yehudi Menuhin
(7317).
Organ Solo—
"Confessin'," Jesse Crawford (22551).
Guitar Solo—
Fandango, Andres Segovia (1487).
Orchestral—
The Irish Washer Woman,
Turkey in the Straw,
Victor Concert Orchestra
(22131).
9-12 p.m.—Dance Programme.
Fox Trot—
It's a Great Life,
My Ideal ... (22544).
Here Comes Emily Brown,
Havin' You Around is Heaven' (22470).
If You Didn't Care for Me,
Roses are Forget-Me-Not (22477).
Waltz—
Just a Little While,
Fox Trot—
Just a Little Dance Mam'selle,
(22543).
True Love,
The Peanut Vendor ... (22483).
I'm Yours,
Here Comes the Sun ... (22541).
I'm Doin' that Thing,
Go Home and Tell Your Mother,
(22505).
Waltz—
Song of the Big Trail,
Fox Trot—
Sing Song Girl ... (22548).
I'll Be Blue Just Thinking of You,
African Serenade ... (22529).
Ring Dem Bells,
Three Little Words ... (22528).
Sittin' on a Rainbow,
In My Heart It's You ... (22525).
Waltz—
Moonlight on the Colorado,

Fox Trot—
Don't Tell Her ... (22526).
Sweet Jeanie Lee,
I Don't Want to Dream ... (22533).
A Peach of a Fair,
Maybe It's Love ... (22546).
Oh, How I Cried the Morning
After,
When Kentucky Bids the World
Good Morning ... (22370).
Waltz—
It Happened in Monterey,
Fox Trot—
The Song of the Dawn ... (22370).
I Got Rhythm,
Embraceable You ... (22558).
Good Night Poor Howard,
The Triple Cheer ... (22545).
Can This Be Love?
Fine & Dandy ... (22552).
How Are You Tonight in Hawaii?
Why Have You Forgotten Walkin' (22519).
Waltz—
Somewhere in Old Wyoming,
Fox Trot—
Lo-Lo ... (22460).
Lonely,
F'r Instance ... (22494).
Out of Breath,
I'm Only Human After All,
(22481).
Waltz—
Until We Meet Again Sweetheart,
One More Waltz ... (22521).
God Save the King,
12 midnight—Close Down.

TO SAVE BRITAIN.

SIR A. BALFOUR'S CALL FOR A
COALITION.
Sir Arthur Balfour, the eminent
industrialist and a former Master
Cutler, has supported Sir Felix
Schuster's recent plea for "a truly
national government, consisting of
the leading men of all parties" to
rescue Britain from trade depres-
sion.

Addressing the Sheffield Cham-
ber of Commerce, Sir Arthur, re-
ferring to Great Britain's loss of
world trade and the need of
reducing production costs and our
expenditure, said:
"I doubt very much whether any
political party in this country can
face the acts and things which
must be done to put us right, and
to give us a chance to compete with
the world, and I am quite certain
the moment has come when the
crisis in our economic situation is
so grave that we need a coalition
government just as much as ever
we did in the War."

"It is a scandal to play party
politics at the present time, and I
think we have gravely to consider
whether the moment has not come
to sink all political differences and
to put a coalition government in
power for 18 months or two years,
who will really face the grave situa-
tion we are in and be prepared to
face the odium which is bound to
follow any putting right of a
situation which is economically
impossible."

Miss Edith May Francis, of Tall's
Wall, Cardiff, a shop assistant, was
at Swansea Assizes awarded £540
damages for breach of promise of
marriage against Mr. Lionel Per-
kins of Skewen, a clerk of works.

Saturday night
is her delight.
And so is
Sun. morning.

She takes
Pinkettes.
And never gets
that Monday morn-
ing yawning.



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PERFECT

WEDNESDAY'S SOLUTION

SCAR	CADE
ATOM	ADA
RUB	ARENA
AP	INTENSE
BIND	SPA
DEEDS	AFAR
DATE	DAGS
DALE	SITERS
IN	DITIES
EDW	SATED
TEAM	ROD
RYOT	BARN



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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	
TATSUTA MARU	Thursday, 1st January.
SHINYO MARU	Tuesday, 20th January.
SEATTLE, VICTORIA via Shanghai & Japan Ports.	
HIYE MARU (Leave from Kobe)	Wednesday, 21st January.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	
HAKUSAN MARU	Friday, 26th December.
HARUNA MARU	Saturday, 10th January.
SYDNEY & MELBOURNE via Manila & Ports.	
KAMO MARU	Tuesday, 20th January.
BOMBAY via Singapore, Penang, & Colombo.	
TOKUSHIMA MARU	Sunday, 28th December.
TANGO MARU	Sunday, 11th January.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	
GINYO MARU	Sunday, 1st February.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	
KAWACHI MARU	Saturday, 21st February.
NEW YORK, BOSTON via Panama.	
TATSUNO MARU	Monday, 5th January.
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa.	
DURBAN MARU	Sunday, 18th January.
CALCUTTA via Singapore, Penang & Rangoon.	
MALACCA MARU	Monday, 29th December.
MURORAN MARU	Tuesday, 6th January.
SHANGHAI, KOBE & YOKOHAMA.	
HIYE MARU (Yokohama direct)	Saturday, 27th December.
KASHIMA MARU	Sunday, 28th December.
IYO MARU	Monday, 29th December.

For further information apply to:—NIPPON YUSEN KAISHA
Telephone 30291. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Altai Maru	Fri., 9th Jan.
RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	Montevideo Maru	Tues., 30th Dec.
BOMBAY via Singapore & Colombo.	Hague Maru	Tues., 30th Dec.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA via Singapore & Colombo.	Mexico Maru	Mon., 5th Jan.
MELBOURNE via Manila, Brisbane & Sydney.	Brisbane Maru	Mon., 5th Jan.
CALCUTTA via Singapore & Rangoon.	Burma Maru	Fri., 2nd Jan.
VICTORIA, SEATTLE, TACOMA & VANCOUVER via Japan Ports.	Manila Maru (From Kobe)	Sat., 3rd Jan.
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Kwanto Maru	Mon., 5th Jan.
JAPAN PORTS (Freight Service).		
HAIPHONG via Hanoi & Pakhoi (Fortnightly).	Hosan Maru	Sun., 28th Dec.
KEELUNG via Swatow & Amoy (Every Sunday Noon).		
TAIKAO via Swatow & Amoy (Fortnightly).	Deli Maru	Thurs., 1st Jan.

For further particulars please apply to:—
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Busy Diesel Engineering Plants.

Mr. Sterry B. Freeman dropped a gentle hint in his paper on "Fuel Problems in the Mercantile Marine," which he read before the Institute of Fuel on October 23. In the course of his remarks he stated:—

"It is noticeable at various technical societies in Britain that while the turbine and boiler experts are present to expound the value of their plant, the oil engine people seem to find more profitable employment elsewhere; possibly they are too busy building more of their engines."

It is, of course, well known that Diesel engine manufacturers have very much more work in hand than the builders either of reciprocating steam engines or steam turbines and this is a condition that has existed for some years past. In fact, it is difficult to name any concern which has concentrated on Diesel engine production and laid out the works specially for the manufacture of this plant which is not, even in these dull times, extremely well occupied with orders.

Probably it is true that much of this general discussion on the economics of steam and motor ships which we hear so regularly at many meetings, when the same speakers make virtually the same statements, is unprofitable. The effect is, perhaps, small, since those who have to make practical decisions regarding the choice of propelling machinery carry out their own investigations. At the same time those who advocate steam propulsion often make general and sometimes particularised statements which can readily be shown to be inaccurate, but they are not analysed or criticized because of the standing of the man who has made them. The presence of experienced Diesel engine designers and manufacturers who could put forward facts apparently unknown to the majority of speakers and those who attend the meeting would, therefore, be helpful. If only from the standpoint of accuracy. And accuracy in the records of technical institutions should be essential.

Especially at the meetings of the Institution of Naval Architects the steam advocates are in force and the Diesel engineers are absent. May it not be suggested that one of the prominent engineers in the Diesel engine world should read a paper which would bring forward all the recent advances which have been made, and would show the full possibilities of the modern Diesel marine engine?

YACHT WRECK.

ROCKET LOST IN FURZE BUSHES.

It was stated at the official inquiry into the wreck of the yacht *Islander*, when Commodore Douglas King, M.P., and five companions lost their lives off the Cornish coast, that Mr. W. Ross, station officer of coast-guards in the Fowey district, a vital witness, had been taken ill. It was decided to proceed with the hearing of other evidence.

Dr. William King said Mr. Ross was suffering from nervous debility. Mr. A. T. Bucknill (for the Board of Trade): Do you think the subject of this inquiry is affecting his health?—I think it has been on his mind.

Leonard Russell Bate, a member of the Volunteer Rocket Life-saving Company, said the rocket fell about forty yards ahead of the *Islander*. Mr. Bucknill: Had you a second rocket?—No, I am sorry to say we had not. There was a second one in the gear, but willing hands carrying it over the fields had dropped it in the furze and we could not find it.

The Commissioner (Mr. E. A. Digby, K.C.): Did anyone ask for the spare rocket?—Number one did, but he was told that we could not find it. Everyone was talking and no one was listening.

John Turner, a docker, of Polruan, and another member of the life-saving crew, told the Commissioner that he heard someone ask for the spare rocket. There was no reply at the moment, but a little later he heard someone say that the rocket had been found. It was then too late; the ship had gone.

James Taylor, a coastguard at Looe, said that when he got the message that a ship had been sunk he tried to get the district officer on the telephone, but could not. When his relief arrived he ran to the duty-room and found the district officer there.

The Commissioner: Did you say anything to him about the telephone?—Yes. I told him I had been trying to get him and could not. He said he had been indoors and had just come out to adjust the telephone. The witness added that the telephone was then all right.

What about the duty man who should have been at the telephone?—He was on his way to relieve me. Leaving the telephone unattended—No. Constable Trim, of Fowey, said that both he and the station officer, Mr. Ross, tried to call up the lifeboat from the hut, but could get no reply.

The Commissioner: The lifeboat people say just the opposite—that they cruised about calling you and could get no reply. Trim: I saw no lights from the lifeboat.

Constable Arthur Maslem, chief yeoman signaller, said that he saw the rays of what he thought to be signal flashes from the lifeboat. He had his oil lamp ready to signal, but had no information to give.

FAMOUS YACHT SOLD.

Sir Howard Frank has sold his 24-metre yacht *Astra* to Mr. Hugh Paul, the well-known yachtsman.

The *Astra*, which was designed by Mr. Charles Nicholson, was sold by the executors of the late Sir Mortimer Singer to Sir Howard Frank last March.

She won several flags in the early part of 1929, but after the death of Sir Mortimer Singer, who then owned her, she was not raced again that season.

STEAMER'S MOVEMENTS.

The C.P.S. *Empress of Russia* arrived at Nagasaki on December 25 (Wed.) at 4.30 p.m. for Nagasaki. On December 26 (Thurs.) it will leave for the Philippines and will arrive at Manila on December 27 (Fri.) and at Cebu on December 28 (Sat.).

P. AND O. REDUCED DIVIDEND.

Effect of Bad Trading Conditions.

The reduction in the final dividend on the deferred stock of the P. and O. Steam Navigation Company compared with that declared a year ago should scarcely come as a surprise to any who have followed the course of liner and ordinary cargo shipping during the last few months, says *The Times* City editor. Five per cent, tax free, for the six months ended September 30 is declared, as against 7 per cent, tax free, for the two months, as compared with 12 per cent, tax free, for each of the two previous years. The company is mainly concerned with the trade with the East and with Australia and New Zealand, and the disturbance of commerce in these routes has been plain. The P. and O. has been affected by trying conditions in India and the Far East, and also by severe depression in the Australian route, where the immediate prospect for shipping companies cannot, by any stretch of imagination, be regarded as promising.

Present conditions in this trade, owing to the big falling off in shipments to the Commonwealth, are described as being more difficult than those at any previous time in the recollection of experienced shipping managers. The company is also interested in the fortunes, or rather, misfortunes, of ordinary cargo shipping, for which profitable employment is now extremely hard to find. The actual earnings of the P. and O. Company, including those from investments, remain to be disclosed—probably they will prove to have been substantially better than those of most shipping companies—but in any case a cautious dividend policy, in the face of so much unsettledness, seems wise, and in the long run the stockholders should benefit by the conservation of resources. The final distribution on the ordinary shares of the British India Steam Navigation Company is maintained at 4 per cent, tax free, for the six months, making 8 per cent, tax free for six months making 8 per cent tax free for the year.

The present is the tenth year for which this rate has been declared. Nearly all these shares are held by the P. and O.

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC
12 DAYS FROM CHINA AND 8 DAYS FROM JAPAN
TO CANADA AND U.S.A.

	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
Empress of Russia	Jan. 7	Jan. 10	Jan. 13	Jan. 15	Jan. 24
Empress of Japan	Feb. 5	Feb. 8	Feb. 10	Feb. 12	Feb. 20
Empress of Asia	Feb. 13	Feb. 21	Feb. 24	Feb. 26	Mar. 7
Empress of Canada	Mar. 5	Mar. 8	Mar. 10	Mar. 12	Mar. 20
Empress of Russia	Mar. 16	Mar. 21	Mar. 24	Mar. 26	Apr. 4
Empress of Japan	Apr. 1	Apr. 4	Apr. 7	Apr. 9	Apr. 17
Empress of Asia	Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 27
Empress of Canada	Apr. 25	Apr. 28	Apr. 30	May 2	May 14
Empress of Russia	May 8	May 11	May 14	May 16	May 25
Empress of Japan	May 23	May 26	May 28	May 30	June 10
Empress of Asia	June 6	June 8	June 11	June 13	June 22
Empress of Canada	June 20	June 23	June 25	June 27	July 8
Empress of Russia	July 3	July 6	July 9	July 11	July 20
Empress of Japan	July 18	July 21	July 23	July 25	Aug. 5
Empress of Asia	July 31	Aug. 3	Aug. 6	Aug. 8	Aug. 17

(Call at Nagasaki the day after departure from Shanghai)
+ Calls at Honolulu on May 8. + Calls at Honolulu on June 5.

HONG KONG—MANILA SERVICE.

	Leave	Arrive
Emp. of Russia	Dec. 30	Jan. 1
Emp. of Japan	Jan. 10	Jan. 12

Telephone:
Passenger ... 20752
Freight ... 20042

WORLD'S GREATEST TRAVEL SYSTEM

BRITISH WUCHOW LINE

DECEMBER SAILINGS.

DEPARTURE HOURS:

Hong Kong 5.30 p.m. Wuchow 2 p.m.

S.S. "TAI HING"

(1,068 tons—Capt. Trott.)

SAT. 27th DECEMBER.

S.S. "TAI MING"

(649 tons—Capt. W. H. Lawton.)

TUES. 30th DECEMBER.

For information apply to:—

KWONG WING Co., Ltd.

29, Connaught Road, West.

Phone 20493.

QUAYSIDE SUBSIDENCES.

Workmen's Battle With The Sea.

Aided by powerful electric lights, railway workmen were waging a battle with the sea at Fleetwood in mail week. They were working deep down in the foundations of the quayside, where serious subsidences occurred, leaving a gaping hole sixty feet in diameter and over thirty feet deep. Two lengths of railway metals have had to be closed.

Some years ago the quayside was pushed farther out into the River Wyre by means of wooden piling, and the space between the old quayside and the new position was filled

in with sand. Constant action of the sea on the woodwork of the new quayside has worn away a large amount of boarding, and gaps have enabled the sea gradually to eat away sand from the foundations.

The process has been going on for some time, until the foundations of two sets of railway lines have now been washed away. Truckloads of material have been used by the L.M.S. Railway Company for filling-up purposes, but most of it has been washed away by the sea.

After repairs have been carried out it is calculated that some 2,000 tons of filling-in material will be necessary. Work is only possible at low tide, and as filling material is dumped in some of it is carried away again by the sea.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ELLERMAN LINE

S.S. "CITY OF CORINTH" . London, Rotterdam & Hamburg 5th January, 1931.

NEW YORK, BOSTON, & BALTIMORE AMERICAN & MANCHURIAN LINE

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO:

BOSTON, NEW YORK & BALTIMORE AMERICAN & ORIENTAL LINE

M.V. "IRISBANK" 15th January, 1931.

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Alton Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, the Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply to:—

Telephone 27701.

THE BANK LINE, LTD.

SHIPBUILDERS,
SHIP REPAIRERS,
BOILER MAKERS,
FORGE MASTERS,
OXY-ACETYLENE, AND
ELECTRIC WELDERS,
MECHANICAL, AND
ELECTRICAL
ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONG KONG, LIMITED.
SALVAGE TUG "TAIKOO"
Wireless Call
V.F.C.N. 500 Meters

— DRY DOCK —

Length 787 Feet.
Length on Blocks 130 Feet.
Depth on Centre of
SH (H.W.O.S.T.) 34 ft. 6 ins.

— THREE SLIPWAYS —

Capable of Handling Ships Up
to 3,000 Tons Displacement.
Electric Crane at Bow Wall Capable of
Lifting 100 Tons at 70 Feet Radius.

BUTTERFIELD & SWIRE

AGENTS
HONG KONG CHINA & JAPAN

FRIDAY, DECEMBER 26, 1930.

THE CHINA MAIL

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons.	From Hong Kong About	Destination.
*LAHORE	5,304	27th Dec. 1930	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RANCHI	16,050	3rd Jan. 1931	Bombay, Marseilles & London.
*MIRZAPUR	6,715	6th Jan. 10 a.m.	Straits, Colombo & Bombay.
*JEYPORE	5,318	10th Jan.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KASHMIR	9,985	17th Jan.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
COMORIN	15,132	31st Jan.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*PERIM	7,648	7th Feb.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KASHGAR	9,005	14th Feb.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.

*Cargo only. †Calls Casablanca.

Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TALAWA	10,006	7th Jan. <td>Singapore, Penang & Calcutta</td>	Singapore, Penang & Calcutta
TALAMBA	8,018	16th Jan. <td>Singapore, Penang & Calcutta.</td>	Singapore, Penang & Calcutta.
TALMA	10,080	3rd Feb. <td>Singapore, Penang & Calcutta.</td>	Singapore, Penang & Calcutta.

B.I. Apar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

ST. ALBANS	4,500	2nd Jan. 3 p.m. <td>Manila, Rabaul, Brisbane, Sydney</td>	Manila, Rabaul, Brisbane, Sydney
NEILLORE	6,853	31st Jan. <td>& Melbourne.</td>	& Melbourne.
TANDA	6,936	28th Feb. <td></td>	

Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

TALAMBA	8,018	28th Dec. 6 a.m. 1931.	Amoy, Moji, Kobe & Osaka.
*HIDDEPPORE	5,334	1st Jan.	Shanghai, Moji & Kobe.
COMORIN	15,132	3rd Jan.	Shanghai, Kobe & Yokohama.
NEILLORE	6,853	6th Jan.	Shanghai, Moji, Kobe, Osaka & Yham.
TALMA	10,080	12th Jan.	Amoy, Shanghai, Moji, Kobe & Osaka.
KASHGAR	9,005	17th Jan.	Shanghai, Moji, Kobe & Yokohama.
KHIVA	9,135	24th Jan.	Shanghai, Moji, Kobe & Yokohama.
MALWA	10,980	31st Jan.	Shanghai, Moji, Kobe & Yokohama.
TANDA	6,936	6th Feb.	Shanghai, Moji, Kobe, Osaka & Yham.
KHYBER	9,114	14th Feb.	Shanghai, Moji, Kobe & Yokohama.
*SOMALI	16,319	21st Feb.	Shanghai, Moji, Kobe & Yokohama.
RAWALPINDI	16,319	28th Feb.	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	6th Mar.	Shanghai, Moji, Kobe, Osaka & Yham.

*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to:—

MACKINNON, MACKENZIE & CO.,

P. & O. Building, Connaught Rd. C., Hong Kong. Agents.

THE KWONG HIP LUNG CO. LTD.

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS
AND IRON FOUNDERS. All work done in the workshop.
We have over 100 years' experience in the ship
building and engineering business. We have a large
stock of all kinds of materials and tools. We are
able to take orders for all kinds of work. We are
able to deliver goods in the shortest time.
We are able to take orders for all kinds of work.
We are able to deliver goods in the shortest time.

INDO-CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
Tian via S'ow & S'hai	KWANGSANG	Sun., 28th Dec. at 7 a.m.
Tian via S'ow & S'hai	HOPKANG	Tues., 30th Dec. at 7 a.m.
Tian via S'ow & S'hai	HANGSANG	Sun., 4th Jan. at 7 a.m.
Tian via S'ow & S'hai	YATSHING	Wed., 7th Jan. at 7 a.m.
Shanghai	YATSHING	Thurs., 1st Jan. at 7 a.m.
S'pore, Penang & Calcutta	NAMSANG	Mon., 29th Dec. at 3 p.m.
S'pore, Penang & Calcutta	SUISANG	Mon., 5th Jan. at 3 p.m.
S'pore, Penang & Calcutta	HOSANG	Mon., 19th Jan. at 3 p.m.
Osaka via Amoy, Moji	HOSANG	Tues., 30th Dec. at 7 a.m.
Osaka via Amoy, Shanghai	KUMSANG	Tues., 20th Jan. at 7 a.m.
Moji & Kobe	HINSANG	Sat., 3rd Jan. at Noon
S'pore, Penang & Calcutta	MAUSANG	Thurs., 15th Jan. at Noon
Tian via S'ow & S'hai	CHONGSHING	Sun., 28th Dec. at 7 a.m.
Tian via S'ow & S'hai	CHONGSHING	Fri., 9th Jan. at 7 a.m.

For Freight and Passage apply to:—
JARDINE, MATHESON & CO., LTD.
Telephone 30311. General Managers.

HONG KONG AND MACAO LINE in Good Speed S.S. CHUEN CHOW

Daily Sailing from Hong Kong at 2.00 p.m.
Sailing from Macao at 7.50 a.m.

Sundays excepted.

Freight and Passage apply to:—

CHUEN ON STEAM BOAT CO., LTD.
241, Des Voeux Road C. Tel. 28061.

PASSENGER LISTS.

ARRIVALS.

Per s.s. Atsuta Maru from
Japan on December 24:—
Sakurai Teisuijiro, Silva Isaacda,
Honda Heichiro.

Per s.s. Hakusan Maru from
Japan on December 25:—
K. Sudzuki, E. S. Karmazina,
Mr. and Mrs. Lew Ying-leun and
child.

Per m.s. Hiye Maru from Kee-
lung on December 25:—
K. Otani, Miss T. Inoue, N. G.
Reale, Mrs. S. Kudo, Miss K.
Kudo, Miss H. Kudo, R. B. Smith,
W. Harada, R. E. Neighbour, S. S.
Dien.

Per s.s. Empress of Canada on
December 25:—
Mr. and Mrs. R. Bigazzi, Mr.
and Mrs. J. H. Botelho, S. Block,
J. J. Connell, P. H. Colleyshaw,
Mr. and Mrs. Fupaki, T. M.
Gregory, Mr. and Mrs. T. J. Holt,
Mrs. H. E. Honill, Mr. and Mrs.
J. H. Howie, Mrs. A. J. de Jesus,
Mr. and Mrs. S. Keller, W. Maier,
K. Mizuno, T. Marcus, Mr. and
Mrs. H. E. Reynell, C. S. Somer-
ville, C. Tavares, F. L. Woods,
G. E. Nicholletta, Mr. and Mrs.
M. H. Large, Matr. C. Large.

DEPARTURES.

Per s.s. Changte on December
25:—
Mr. E. D. Beck, Mr. R. C.
Beck, Mr. Keith Burrell,
Mrs. E. Delaney, Mrs. H. B. Dick-
son, Miss Dickson, Mr. and Mrs.
Clayton O. Douglas, Mr. C. L.
Fader, Mr. and Mrs. M. Finucane,
Mr. C. Forster, Miss M. Garvin,
Mr. Willard A. Kinney, Col. W. J.
McElhinny, Mrs. D. M. Matear,
Mrs. F. E. Morrison, Mr. Vicente
Razon, Mrs. M. Sheldermine, Mrs.
Walker Sinclair, Mr. and Mrs.
W. G. A. Smyth, Miss G. M. Smyth,
Mr. T. E. Spence, Mr. Wallace
Winfree, Miss Hazel Wood, Mr. and
Mrs. W. Wright, Master T. W.
Wright.

Per s.s. Aeneas on December
26:—
Mr. and Mrs. K. N. Black, Miss
F. H. Booth, Miss H. A. Brown,
Mrs. Scott-Dalglish, Miss Scott-
Dalglish, Prof. W. E. Dyer, Mr.
G. J. Franks, Mr. and Mrs. C. H.
Goldie, Mr. and Mrs. C. C. Knight,
Miss L. E. Knight, Mr. and Mrs.
R. F. W. Leohard, Mr. and Mrs.
J. J. Lester, Master A. H. Lester,
Miss B. J. Lester, Master G. A.
Lester, Mr. and Mrs. J. Mahood,
Miss W. Mahood, Miss Joan
Mahood, Master Jackie Mahood,
Miss H. J. Nairn, Master D. G.

Nairn, Master W. A. Nairn, Mr.
H. Scott-Ram, Miss M. Scott.

Per s.s. Atsuta Maru for Aus-
tralia and way ports on December
25:—
P. W. Ward, G. Miura, L.
Urtzberera, A. Palamoutain, P.
Palamoutain, Mr. and Mrs. R. T.
Crowe, Miss Macdonald, Miss
Richardson, H. Alderton.

BRITISH AND FOREIGN SHIPBUILDING.

It is a little surprising to find
in the present period of depres-
sion, that on the Continent more
ships are being built this year
than was the case in 1929, where-
as in Great Britain the position
is reversed.

According to the Motor Ship
the increase is wholly due to the
growing employment of oil-engin-
ed vessels. In foreign yards the
motor tonnage which has been
laid down this year is 43 per
cent. greater than it was during
the corresponding period of 1929.
Even in Great Britain there has
actually been an increase in the
number of motor ships com-
menced, but the tonnage of
steamers laid down has fallen to a
very large extent.

HONG KONG TIDE

The tide-table given below has been
obtained by aid of the Tide-predict-
ing Machine, which includes 40 com-
putations for the better prediction of
tides, from the result of the analysis
of the tidal observations, taken at
the Kowloon tidal observatory under
the direction of Dr. Dobson during
the years 1887, 1888 and 1889.
The times and heights are given
for Kowloon, but they may be used
for the Victoria Naval Yard and
Aberdeen, the differences being very
small.
The times of high and low water
might not be considered to coincide
with the times of slack-water and
change of current; the two phenomena
being quite distinct.

December 26 to January 1, 1931.

Date	High Water	Low Water
Dec. 26	5.15 a.m.	5.15 p.m.
Dec. 27	5.15 a.m.	5.15 p.m.
Dec. 28	5.15 a.m.	5.15 p.m.
Dec. 29	5.15 a.m.	5.15 p.m.
Dec. 30	5.15 a.m.	5.15 p.m.
Jan. 1	5.15 a.m.	5.15 p.m.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila, P. I., Thursday, 1st, Cairns, Townsville,
Brisbane, Sydney, Melbourne, Adelaide, Perth, Fremantle, Australia.

British Steamers, CHANGTE TAIPO (Australian)
FASTEST, MOST COMFORTABLE STEAMERS IN THE SERVICE.
ELECTRIC LAUNDRY, BATHS, SHOWER, AIR-CONDITIONED CARRIAGE.
Also, Yacht "Lion" to Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 1931.
LONDON (via Australia) from 1931.

(Including 1st class passage and 1st class hotel and board in London.)

For further information, apply to:—
JARDINE, MATHESON & CO., LTD., 241, Des Voeux Road C., Hong Kong.

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CONSIGNEES.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS,
LIMITED.

From MIDDLESBROUGH, ANTWERP,
LONDON AND STRAITS.

The Steamship
"BENVENUE"

Consignees of Cargo are hereby in-
formed that all Goods are being land-
ed at their risk into the Godowns
of the Hong Kong & Kowloon Wharf
& Godown Co., Ltd., whence delivery
from the wharves delivery may be ob-
tained.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after
the 25th instant will be subject to
rent.

All claims against the steamer must
be presented to the Underwriter on
or before the 8th January, 1931, or
they will not be recognized.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
24th instant at 10 a.m., by Messrs.
Goddard & Douglas.

No Fire Insurance has been effect-
ed.

Bills of Lading will be countersig-
ned by:—
GIBB, LIVINGSTON & CO., LTD.,
Agents.
Hong Kong, 18th December, 1930.

NOTICE TO CONSIGNEES.

INDO-CHINA STEAM NAVA-
TION CO., LTD.

From CALCUTTA, SINGAPORE
AND PENANG.

The Steamship
"KUTSANG"

CONSIGNEES of cargo are hereby
informed that all goods are being
landed at their risk into the hazard-
ous and/or extra-hazardous Godowns
of the Hong Kong & Kowloon Wharf
& Godown Co., Ltd., whence delivery
may be obtained.

Owing to the steamer stranding on
the voyage to Hong Kong, a General
Average is being declared and Con-
signees are required to sign the usual
General Average Bond and pay the
required Deposit before delivery can
be granted. All damaged packages
must be left in the Godowns where
they will be examined by Messrs.
Goddard & Douglas.

No claims will be presented with-
in 30 days of arrival otherwise they
will not be recognized.

No claims will be admitted after
the Goods have left the Godowns.

No Fire Insurance will be effected
by us in any case whatever.

JARDINE, MATHESON & CO., LTD.,
General Managers.
Hong Kong, 18th December, 1930.

NOTICE TO CONSIGNEES.

"ELLERMAN" LINE

From DUNKIRK, ANTWERP,
HAMBURG, ROTTERDAM AND
MARSEILLES.

The Steamship
"KAZEMBE"

Consignees of cargo by her are in-
formed that all Goods are being land-
ed at their risk into the hazard-
ous and/or extra-hazardous Godowns
of the Hong Kong & Kowloon Wharf
& Godown Co., Ltd., whence deliv-
ery may be obtained.

No claims will be admitted after
the Goods have left the Godowns, and
all Goods remaining undelivered after
25th December, 1930, will be subject
to rent.

All claims against the Steamer
must be presented to the Underwriter
on or before 1st January, 1931,
or they will not be recognized.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on any
Tuesday or Friday, between the
hours of 10.45 a.m. and noon, within
the Free Storage Period of one week.
No Fire Insurance has been effect-
ed.

Bills of Lading will be countersig-
ned by:—
THE BANK LINE, LTD.,
Agents.
Hong Kong, 20th December, 1930.

SAILING NOTICE

WEEKLY
TRANS-PACIFIC SERVICE.

To SAN FRANCISCO and
LOS ANGELES.
The Sunlight Belt via
Honolulu.

To SEATTLE and
VICTORIA.
The Short, Straight Route
to America.

Fortnightly sailings on Tuesdays. Fortnightly sailings on Tuesdays.

Pres. Lincoln, Tues., Dec. 30, 1930. Pres. Cleveland, Tues., Jan. 6.

Pres. Madison, Tues., Jan. 13. Pres. Pierce, Tues., Jan. 20.

Pres. Jackson, Tues., Jan. 27. Pres. Taft, Tues., Feb. 3.

\$120, \$112 Special through rates to Europe via Unit-
ed States, Direct connections with all At-
lantic lines. Choice of rail lines across
United States and Canada, liberal stop-over privileges for sight-
seeing.

SPECIAL ROUND TRIP FARES—ORIENT to EUROPE via
SUET CANAL—may be obtained on application.

EUROPE AND NEW YORK DIRECT

ROUND THE WORLD.

Fortnightly sailing on Sunday via Manila, Straits, Colombo, Suez
Canal, Alexandria, Naples, Genoa, Marseilles, New York and
Boston.

Pres. Adams, Sun., Dec. 28, 1930. Pres. Johnson, Sun., Jan. 25, 1931.

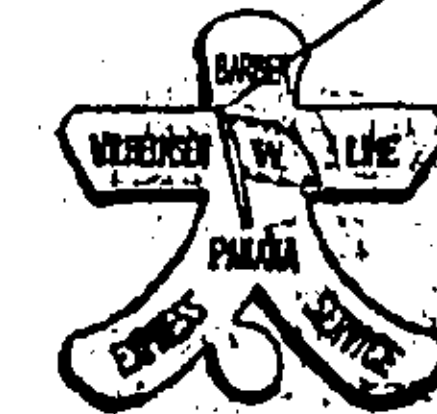
Pres. Harrison, Sun., Jan. 11, 1931. Pres. Fillmore, Sun., Feb. 8, 1931.

TO MANILA
Pres. Cleveland, Dec. 30, 6 p.m. Pres. Pierce, Jan. 13, 6 p.m.

Pres. Madison, Jan. 4, 6 p.m. Pres. Jackson, Jan. 17, 6 p.m.

CANTON BRANCH:—4, SHA KEE STREET.

DOLLAR STEAMSHIP LINES AMERICAN MAIL LINE



BARBER WILHELMSEN LINE

THE PREMIER ALL-WATER ROUTE TO NEW YORK
and other U.S. Atlantic Ports via Panama.

All vessels call at SAN FRANCISCO and LOS
ANGELES en route.

Passengers desiring to travel by this interesting
route will find the accommodation provided well
up to their expectations, and at a cost most
reasonable.

42 Days To New York.

For Passenger and Freight information please apply:—

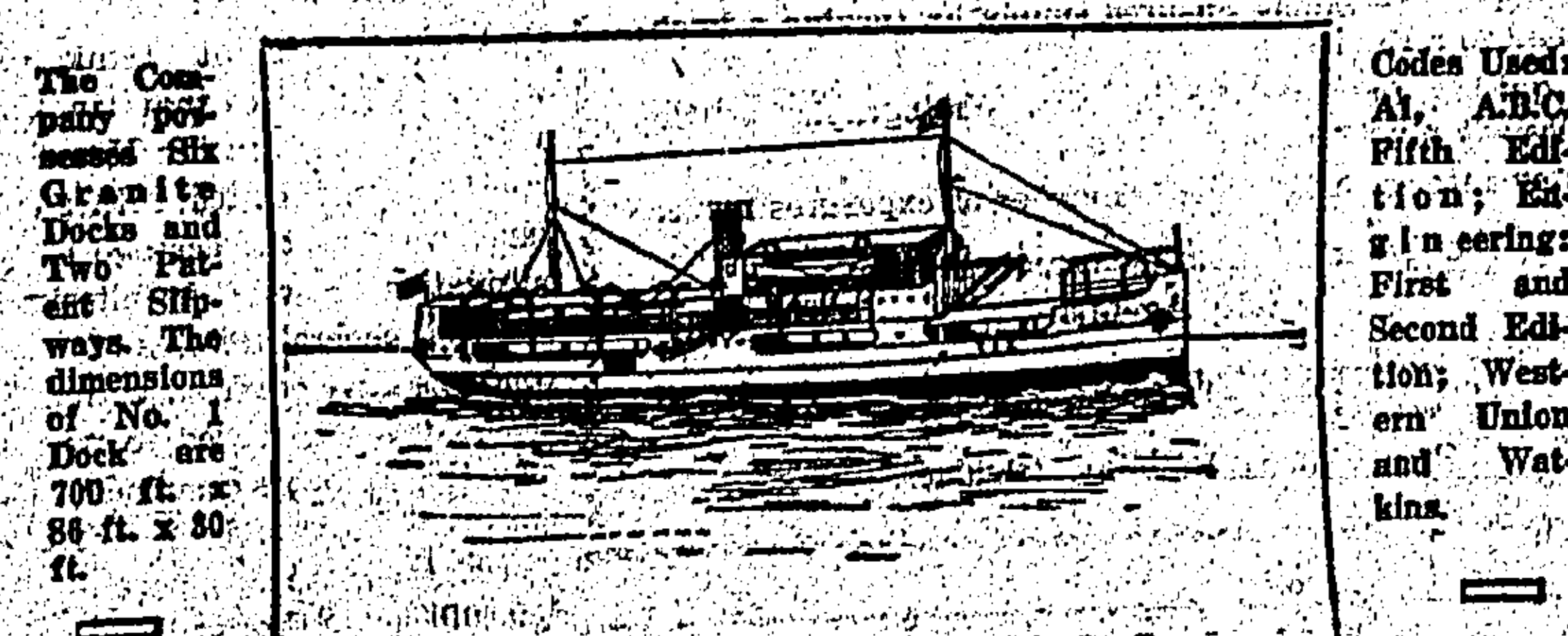
DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone 29421.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

DOCK OWNERS, SHIP BUILDERS, MARINE AND LAND ENGINEERS, BOILER
MAKERS, IRON, STEEL, AND BRASS FOUNDERS, FORGE MASTERS,
ELECTRICIANS.



M.S. "SUGBO"

Single-screw steel passenger and cargo motor ship. Dimensions:—154' 0" B.P.
x 25' 0" Mld. x 11' 0" Mld.; D.W. 470 tons; B.H.P. 800; Speed 20 1/2 knots. Hull
and machinery installed by The Hong Kong & Whampoa Dock Co., Ltd., to the
order of La Naviera Filipina, Ltd. for Philippine coasting service.

Please address enquiries to the Chief Manager:—

R. E. DYER, R.S. M.L.A., Kowloon Dock, Hong Kong.

for one month, up to Jan. 1, 1935.

TRADE OF COLONY.

INCREASE SHOWN IN VALUE OF IMPORTS.

EXPORTS LOWER.

The Statistical Branch of the Imports and Exports Department states, in its monthly report on the trade of the Colony, that imports of merchandise during the month of November amounted to a value of \$55,110,372, an increase of two million dollars as compared with October. Although the November import was \$1,600,000 less than the September total, which was the highest figure for the year, the November return was nevertheless \$5,566,067 in advance of the average monthly figure from April to October.

Exports failed to maintain the high figure for October, falling \$4,524,838 to \$42,069,993, as compared with an average monthly figure of \$38,533,360.

The figures for November are as follows, the October totals appearing in brackets:

Imports.	Exports.
Merchandise \$55,110,372 (\$53,163,170)	
Treasure \$1,232,455 (\$1,765,437)	
Total \$56,342,827 (\$54,928,607)	
Merchandise \$42,069,993 (\$40,594,831)	
Treasure \$8,794,041 (\$9,182,711)	
Total \$50,864,034 (\$49,777,542)	

The following table shows the total monthly values of imports and exports of merchandise during the eight months April-November—

Imports.	Exports.
April \$38,105,208	\$35,431,719
May \$41,305,387	\$35,234,697
June \$38,562,830	\$32,143,275
July \$39,743,877	\$34,395,347
August \$41,139,181	\$40,139,196
September \$46,772,414	\$39,207,652
October \$53,163,170	\$46,594,831
November \$55,110,372	\$42,069,993

Total \$396,354,439 \$308,200,880
Br. Empire \$69,354,242 \$37,700,935
Foreign \$327,000,197 \$270,515,945

The principal trade-recording countries (merchandise only) during the month of November were



He: "I'll bet that's Paris lipstick you're wearing."
She: "You're wrong, kiss again."—Smith Weekly, Sydney.

as follows, the figures for October being given in brackets:

Imports.	Exports.
Japan \$7,402,478 (\$7,241,053)	
N. China \$7,431,571 (\$7,124,950)	
N.E. India \$6,997,909 (\$6,995,551)	
S. China \$6,076,271 (\$6,095,158)	
U.S.A. \$5,210,540 (\$5,210,540)	
Indo-China \$4,502,512 (\$4,502,512)	
U.K. \$3,830,550 (\$3,830,550)	
Straits \$1,910,770 (\$1,910,770)	
India \$1,501,134 (\$1,501,134)	
Siam \$1,279,372 (\$1,279,372)	
Kwongchow W. \$709,740 (\$709,740)	
M. China \$698,900 (\$698,900)	
France \$57,642 (\$57,642)	
Italy \$58,876 (\$58,876)	
Burma \$38,113 (\$38,113)	
E.N. Borneo \$24,095 (\$24,095)	
Holland \$24,095 (\$24,095)	
Br. Empire \$4,654,748 (\$4,654,748)	
Foreign \$4,644,026 (\$4,644,026)	

Imports.	Exports.
S. China \$13,042,927 (\$13,042,927)	
N. China \$5,324,050 (\$5,324,050)	
Indo-China \$4,502,512 (\$4,502,512)	
Straits \$1,910,770 (\$1,910,770)	
Macao \$1,949,672 (\$1,949,672)	
Kwongchow W. \$709,740 (\$709,740)	
Japan \$7,402,478 (\$7,402,478)	
Siam \$1,279,372 (\$1,279,372)	
N.E. India \$6,997,909 (\$6,997,909)	
U.S.A. \$5,210,540 (\$5,210,540)	
Philippines \$780,207 (\$780,207)	
India \$1,501,134 (\$1,501,134)	
U.K. \$3,830,550 (\$3,830,550)	
Br. Empire \$4,654,748 (\$4,654,748)	
Foreign \$4,644,026 (\$4,644,026)	

It will be seen from the above imports table that, while Japan maintained her position as the chief exporter to Hong Kong, at a slightly increased figure, the United Kingdom fell from fourth to sixth place; the Netherlands East Indies moving up from fifth to third place and the U.S.A. from seventh to fifth place.

British Trade.—Although the total volume of the import trade showed an increase as compared with October the share of the United Kingdom declined from \$5,866,888 to \$4,532,512, the latter figure representing a decrease of \$1,334,376 as compared with the average figure from April to October.

The percentage of the trade recorded by the United Kingdom fell from 11.03 per cent in October to 8.22 per cent in November, equalling average monthly figure of 9.5 per cent since April 1924.

share of the whole export trade amounting to .88 per cent, as compared with .83 per cent in October, .83 per cent since April and 1.2 per cent in 1924.

Imports from the British Empire were valued at \$9,465,746 in November as compared with \$9,446,425 in October and an average of \$8,669,280 since April; the Empire share of the whole import trade being 17.18 per cent, as compared with an average of 17.50 per cent since April.

British Empire exports declined from \$5,007,214 in October to \$4,561,164 in November, as compared with an average of \$4,718,837 since April; the share of the whole export trade being 10.84 per cent, as compared with an average of 12.25 per cent.

U.K. Figures.—The principal items of trade with the United Kingdom during November are shown below by main groups of articles, the figures for October being given in brackets:

Imports.	Exports.
Building Materials \$10,360 (\$10,360)	
Chemicals \$78,344 (\$78,344)	
Drugs & Pharmaceuticals \$189,581 (\$189,581)	
Foodstuffs \$107,894 (\$107,894)	
Provisions \$106,216 (\$106,216)	
Hardware \$69,277 (\$69,277)	
Liquor, Intoxicating \$121,415 (\$121,415)	
Machinery \$114,006 (\$114,006)	
Engines \$298,345 (\$298,345)	
Manures \$201,407 (\$201,407)	
Metals \$44,622 (\$44,622)	
Fats \$72,291 (\$72,291)	
Paints \$69,222 (\$69,222)	
Paper & Paperware \$41,963 (\$41,963)	
Pieces \$1,227,693 (\$1,227,693)	
Goods \$2,714,974 (\$2,714,974)	
Tobacco \$118,617 (\$118,617)	
Wearing Apparel \$205,504 (\$205,504)	

Animals (Live).—The fluctuations in values of imports and exports of live animals have been very slight during the year, and the November imports of \$927,435 and exports of \$29,553 were up to average. Cattle and pigs declined slightly as compared with October.

Building Materials.—Indicative of the activity in the building trade the imports of building materials reached the highest level during the year at \$1,201,018 as compared with \$928,229 in October, while exports moved in sympathy from \$688,504 to the new high level of \$703,078.

Bricks and tiles increased slightly to 2,232,101 pieces (\$30,211). Cement imports continued to appreciate, 279,599 piculs (\$346,241) entering as against 208,991 piculs (\$245,094). Imports from Japan increased from 151,888 piculs (\$180,149) to 224,449 piculs (\$263,892). Exports totalled 226,242 piculs (\$316,726), the bulk of the exports, 188,362 piculs (\$249,840) going to South China.

Hardwood imports remained steady at 103,950 cubic feet (\$122,895) while teakwood increased from 58,575 cubic feet (\$125,694) to 75,369 cubic feet (\$166,666), mainly from Siam. American pine jumped from 24,235 cubic feet (\$19,077) to 66,781 cubic feet (\$60,098), the Canadian share recording a huge increase to 38,203 cubic feet (\$37,698), the remainder coming from U.S.A.

Chemicals and Drugs.—This group showed a heavy decline, imports totalling \$442,667 as against \$648,129, and exports \$242,164 as against \$357,588. Bleaching powder imports increased from 656 piculs (\$18,276) to 1,513 piculs (\$25,285) while chlorate of potash declined heavily to 2,287 piculs (\$38,940). Pharmaceutical products fell from \$236,339 to \$142,835, the British share of the import trade falling from \$57,321 to \$26,649, the German share also declining from \$122,732 to \$45,219; Germany's share of the total imports amounting to \$163,098 as compared with the British total of \$78,344.

South China took \$112,509 of the exports and Macao \$40,056. Chinese Medicines.—Although imports valued at \$2,645,431 showed a slight decline as compared with the previous highest figure of \$2,711,255 in October, the figure was well above the average or the year. Exports declined in sympathy to \$1,245,993. The bulk of the imports came from North China.

South China accounted for \$183,172 of the exports and French Indo-China \$188,034.

Dyeing and Tanning Materials.—This trade fell off heavily during November imports amounting to \$468,101 as compared with \$727,017 and exports \$545,749 as against \$690,843. The British share of the imports fell to the negligible figure of \$3,761 while the German share declined from \$308,859 to \$186,484. Imports of aniline dyes (not including indigo) fell from \$202,597 to \$143,185, practically all coming from Germany. Artificial Indigo imports also fell from \$178,915 to \$124,390, the German share falling from \$178,915 to \$124,390.

Foodstuffs and Provisions.—Imports under this head increased by \$1,500,000 to \$17,745,239 while exports declined from \$16,505,798 to \$14,792,663. By groups of commodities the figures for November were:—Grains \$1,010,058 and \$787,648 exports; Fish and fishery products \$2,270,580 and \$2,041,454; Flour \$1,866,994 and \$1,529,138; Grains \$3,306,189 and \$3,196,594; Meats \$367,665 and \$16,819; Sugar \$5,619,665 and \$4,294,185; Fresh vegetables and fruits \$614,927 and \$387,872; Preserved vegetables \$276,197 and \$293,437; Miscellaneous \$2,412,969 and \$2,305,515.

Wheat flour imports recorded an advance from 97,845 piculs (\$886,365) to 166,835 piculs (\$1,418,899), the Canadian share of the trade increasing from 20,173 piculs (\$171,100) to 25,149 piculs (\$211,925). Imports from U.S.A. rose from 73,207 piculs (\$673,235) to 137,412 piculs (\$1,167,903), while the Australian figure also increased slightly to 2,418 piculs (\$22,200).

White rice (Indo-China) fell slightly to 89,573 piculs (\$717,939), Siam rice falling from 164,801 piculs (\$1,291,415) to 98,752 piculs (\$672,632), reports from Siam stating that Bangkok exporters are holding out for higher prices. Saigon white increased from 129,842 piculs (\$1,134,323) to 181,880 piculs (\$1,400,600), while imports from Rangoon declined from 67,028 piculs (\$308,875) to 44,273 piculs (\$193,409).

Cane and poultry imports fell from 498,344 birds valued at \$361,924 to 352,808 (\$282,191), beef and mutton imports both falling heavily. Imports of unrefined brown sugar amounted to 137,834 piculs (\$917,830), a slight increase, while refined white jumped from 234,404 piculs (\$1,693,418) to 468,849 piculs (\$3,804,656). Of this total 468,412 piculs (\$3,263,773) entered from the Netherlands East Indies and 3,686 piculs (\$28,202) from Japan. Refined brown imports amounted to 225,901 (\$1,392,000), all coming from the Netherlands East Indies.

Fuels.—Imports of fuels registered the lowest figure for the year at \$681,358, while exports showed little change at \$171,090. Bituminous coal imports fell from 62,308 tons (\$886,807) to 39,983 tons (\$508,552), while firewood fell from 187,973 piculs (\$165,818) to 137,034 piculs (\$121,159). The bulk of the coal, 18,790 tons (\$318,846) came from Japan.

Hardware.—Hardware imports increased from \$390,214 to \$423,631, and exports from \$274,213 to \$298,163, the highest figure for the year. Liquor (Intoxicating).—Liquor imports showed little change at \$338,437, but exports dropped by \$30,000 to \$154,271. United Kingdom accounted for \$121,415 of the imports, France \$48,170 and the Netherlands East Indies \$43,749. The bulk of the exports went to China.

Machinery and Engines.—From the lowest figure for the year in August, \$171,799, imports steadily increased until they reached a new high level of \$468,696 in November. Exports moved in sympathy and reached \$181,421, the highest figure for the year. The British share of the trade continued to improve, totalling \$298,345 as compared with \$285,820.

Manures.—Imports amounted to \$1,534,163 as against \$1,470,753, and exports \$1,079,075 as against \$1,870,930, the United Kingdom accounting for \$678,411 and Germany \$759,206.

Metals.—Imports recorded the highest figure for the year totalling \$3,172,390 as compared with \$2,691,210. Exports, however, fell from \$2,050,127 to \$1,538,499. The British share of the imports fell heavily from \$469,692 to \$291,407, while imports from the Straits Settlements reached \$87,617, (mainly tin alloys) from a negligible figure. The Belgian figure dropped from \$675,675 to \$458,776.

Japan took exports valued at \$374,478 as compared with \$177,000 in October.

Minerals and Ores.—Imports maintained the high figure of \$414,090, mainly on account of shipments of wolframite from South China, while exports increased by \$10,000 to \$167,700.

Nuts and Seeds.—Imports declined heavily to \$946,100 and exports to \$460,881. North China accounted for \$344,927 of the imports.

Oils and Fats.—Imports advanced from \$1,476,910 in October to \$3,597,086, but exports declined slightly to \$2,229,745. One shipment of petrol arrived from U.S.A., amounting to 773,738 gallons to a declared value of \$18,184 as compared with 211,266 gallons (\$211,266) in October. Fuel oils imported totalled 24,251 tons (\$918,481), kerosene 1,734,238 piculs (\$596,458), and paraffin 74,439 piculs (\$454,871). Oil of U.S.A. totalled \$2,097,997, coming from U.S.A. \$887,417, from the Netherlands \$1,210,580, and from Japan \$1,000,000.

Imports of refined oil from the Netherlands East Indies fell from \$1,210,580 to \$1,000,000, while exports from the same source fell from \$1,000,000 to \$1,000,000.

NEW ADVERTISEMENTS

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A MEETING of Graduates will be held in the Great Hall of the University at 5.15 p.m. on WEDNESDAY, the 14th January, 1931. The purpose of the meeting over which the Hon. FOO PING-SHEUNG has consented to preside is to consider the creation of a Hong Kong University Graduates Association. The Vice-Chancellor will be at home in the Great Hall from 4.15 to 5.15 p.m.

STANLEY V. BOXER,
Acting Registrar.
Hong Kong, 23rd Dec., 1930.

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SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL.

Social Functions.
To-night—Boxing Night Carnival, Hong Kong Hotel.
To-night—Fancy dress dance at European Y.M.C.A.
To-night—Carnival at St. Francis Hotel.

To-morrow—Returned Students' Union annual super dance, C.R.C., 9 p.m.

Entertainments.
To-day—Queen's Theatre.
"Dough Boys." Theatre.
To-day—Central Theatre.
"Captain of the Guard." Theatre.
To-day—World Theatre.
"The Flying Fleet." Theatre.
To-day—Star Theatre.
"The Exalted Flapper." Theatre.
To-day—Majestic Theatre.
"College Love." Theatre.

Home Mails.
To-morrow—Inward from America and ports (President Adams).

Miscellaneous.
To-day—Christmas Tree Party, Maurice Physical Training Institute, 4.30 p.m.
To-morrow—Agricultural Show, New Territories.
See Diary on page 12.

\$52,423 to \$51,520, the German share dropping \$10,000 to \$32,129.

Piece Goods and Textiles.—From a peak of \$18,000,000 in September imports gradually eased off to \$10,303,642 in November, a figure well above the average since April. Exports fell out slightly to \$8,807,275.

Imports of unbleached cottons totalled \$707,757, bleached cottons \$497,931, light cotton fancies \$2,458,029, prints \$166,212, bonnet sundries \$224,565, woollens \$452,673, silk \$1,289,517, miscellaneous \$3,816,958.

The British share of the trade declined from \$2,714,974 to \$1,927,693 and the Japanese from \$3,886,093 to \$3,841,402. The German figure fell from \$1,098,716 to \$418,617 and the Italian from \$750,515 to \$267,631.

Tobacco.—Tobacco imports fell from \$769,840 to \$694,166, while exports also declined from \$1,076,806 to \$962,020. Cigarettes accounted for \$251,555 of the imports and native prepared tobacco \$281,708.

Treasure.—Imports increased slightly to \$1,232,455 exports falling from \$9,182,711 to \$8,794,041.

Vehicles.—Imports doubled during November, a total of \$250,844 being recorded. Exports increased to \$121,715. Motor car imports increased at a rate valued at \$31,999 centurys as compared with the value at \$25,135, air valued at \$21,480 centurys from U.S.A. and light valued at \$1,498 centurys from Siam. Bicycles imported fell from \$67,800 in October to \$67,800 in November. Motor cycles imported fell from \$67,800 in October to \$67,800 in November.

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Sport Columns

HOME FOOTBALL.

(Continued from Page 1.)

Division II.	Goals.
P. W. D. L. F. A. Pts.	
Everton	21 14 4 3 61 33 28
West Brom.	21 12 3 6 44 28 28
Port Vale	21 12 3 6 45 23 27
Burnley	21 11 5 5 40 40 27
Wolves	21 13 0 8 50 33 26
Reading	21 11 4 6 53 32 26
Sheff. Wed.	21 11 2 8 49 28 23
Tottenham	21 11 2 8 45 41 23
Southampton ..	21 10 3 8 45 41 23
Bradford	21 9 4 8 51 39 22
Stoke	21 8 5 8 32 40 21
Oldham	21 9 3 9 33 37 21
Swansea	21 8 5 8 34 39 21
Bristol C.	21 7 4 10 26 45 17
Bradford C.	21 6 10 5 30 47 17
Charlton	20 5 6 9 19 33 16
Barnley	20 5 6 9 19 33 16
Notts For.	21 4 8 9 40 48 16
Plymouth	20 6 3 11 28 39 16
Millwall	21 6 3 12 40 50 16
Cardiff	21 5 4 12 38 44 14
Reading	21 4 5 14 25 59 11

Division III.—Southern.	Goals.
P. W. D. L. F. A. Pts.	
Notts Cnty.	21 13 6 2 52 26 32
Southend	21 13 2 6 46 30 23
Northampton ..	21 11 5 4 34 25 22
Crystal Pal.	20 10 8 2 28 25 24
Brighton	21 10 4 7 51 37 24
Brentford	21 10 4 7 51 37 24
Coventry	19 9 4 6 45 34 23
Fulham	20 9 4 7 35 29 22
Swindon	21 10 2 9 45 39 22
Queen's P.R.	21 9 2 9 45 39 22
Torquay	21 9 2 9 45 39 22
Bournemouth ..	21 9 2 9 45 39 22
Gillingham	21 9 2 9 45 39 22
Clapton O.	19 7 4 8 33 33 18
Exeter	20 6 6 8 34 47 18
Luton	20 6 6 8 34 47 18
Bristol R.	21 6 6 9 38 50 18
Watford	20 7 3 10 37 40 17
Norwich	20 5 4 11 25 37 14
Thames	20 5 4 11 25 37 14
Walsall	19 4 5 10 38 49 13
Wrexham	20 5 2 13 22 51 12
Newport	20 5 2 13 22 51 12

Division III.—Northern.	Goals.
P. W. D. L. F. A. Pts.	
Lincoln	19 13 3 3 45 22 29
Tranmere	20 13 2 5 60 42 28
Chesterfield ..	20 12 4 4 49 28 28
Stockport	20 13 2 5 49 28 28
Wrexham	20 12 6 2 47 37 24
Wigan	19 11 7 4 40 30 23
Carlisle	20 10 5 5 43 31 25
Southport	19 9 2 8 33 33 18
Accrington	21 8 3 10 41 60 19
Gateshead	19 6 8 7 29 33 18
Halifax	19 6 8 7 29 33 18
Darlington	19 6 8 7 29 33 18
Doncaster	19 6 8 7 29 33 18
York	19 6 8 7 29 33 18
Rotherham	19 6 8 7 29 33 18
Hartlepool	19 6 8 7 29 33 18
Rochdale	19 6 8 7 29 33 18
Barrow	19 6 8 7 29 33 18
N. Brighton ..	20 5 4 11 25 37 14
Greave	20 5 4 11 25 37 14
Nelson	19 3 13 3 22 45 9

Scottish League.	Goals.
P. W. D. L. F. A. Pts.	
Rangers	19 14 3 2 54 15 31
Celtic	19 14 3 2 54 15 31
Motherwell	20 11 0 9 30 29 28
Hamilton	21 12 3 6 39 22 27
Partick	20 12 2 6 45 27 26
Dundee	19 11 3 5 42 29 25
Hearts	20 11 2 7 50 25 24
Cowdenbeath ..	20 10 3 7 32 23 23
Aberdeen	21 10 1 10 42 36 21
Morton	20 9 3 8 42 47 21
St. Mirren	20 8 3 9 31 43 19
Kilmarnock	20 8 2 10 32 38 18
Queen's Fk.	20 7 4 9 38 34 14
Falkirk	20 6 2 12 40 54 14
Clyde	20 6 4 11 38 44 14
Leith	20 6 6 11 25 48 13
Hibernians	20 5 2 13 32 50 12
Ayr	20 1 7 12 24 52 9
East Fife	20 1 8 16 24 72 5

Who Will Win?

TO-DAY'S LEAGUE MATCHES AT HOME.

(Exclusive to China Mail—
By "Linesman.")

The following is a list of Home football matches to-day. The teams in black type may win; where no black type is shown the match may result in a draw:

ENGLISH LEAGUE.

Division I.	Goals.
P. W. D. L. F. A. Pts.	
ARSENAL v. Manchester C.	
ASTON VILLA v. Chelsea	
DERBY CO. v. Blackburn	
HUDFIELD v. Newcastle	
LEEDS UN. v. Birmingham	
LEICESTER v. Sunderland	
LIVERPOOL v. Grimsby	
MIDLESBRO' v. Bolton	
MIDLESBRO' v. Wednesday	
PORTSMOUTH v. West Ham	
SHEFFIELD U. v. Liverpool	

Division II.	Goals.
P. W. D. L. F. A. Pts.	
BRADFORD v. Millwall	
BRISTOL v. Swansea	
CHARLTON v. Port Vale	
FLYMOUTH v. Cardiff	
PRESTON N.E. v. Burnley	
Reading v. Notts F.	
SHAMPTON v. Tottenham	
SPRINTERS v. Bradford C.	
WEST BROM. v. Barnsley	
Wolves v. Oldham	

Division III.—Northern.	Goals.
P. W. D. L. F. A. Pts.	
BRADFORD v. Millwall	
BRISTOL v. Swansea	
CHARLTON v. Port Vale	
FLYMOUTH v. Cardiff	
PRESTON N.E. v. Burnley	
Reading v. Notts F.	
SHAMPTON v. Tottenham	
SPRINTERS v. Bradford C.	
WEST BROM. v. Barnsley	
Wolves v. Oldham	

Division III.—Southern.	Goals.
P. W. D. L. F. A. Pts.	
BRADFORD v. Millwall	
BRISTOL v. Swansea	
CHARLTON v. Port Vale	
FLYMOUTH v. Cardiff	
PRESTON N.E. v. Burnley	
Reading v. Notts F.	
SHAMPTON v. Tottenham	
SPRINTERS v. Bradford C.	
WEST BROM. v. Barnsley	
Wolves v. Oldham	

Division III.—Northern.	Goals.
P. W. D. L. F. A. Pts.	
BRADFORD v. Millwall	
BRISTOL v. Swansea	
CHARLTON v. Port Vale	
FLYMOUTH v. Cardiff	
PRESTON N.E. v. Burnley	
Reading v. Notts F.	
SHAMPTON v. Tottenham	
SPRINTERS v. Bradford C.	
WEST BROM. v. Barnsley	
Wolves v. Oldham	

Division III.—Southern.	Goals.
P. W. D. L. F. A. Pts.	
BRADFORD v. Millwall	
BRISTOL v. Swansea	
CHARLTON v. Port Vale	
FLYMOUTH v. Cardiff	
PRESTON N.E. v. Burnley	
Reading v. Notts F.	
SHAMPTON v. Tottenham	
SPRINTERS v. Bradford C.	
WEST BROM. v. Barnsley	
Wolves v. Oldham	

Division III.—Northern.	Goals.
P. W. D. L. F. A. Pts.	
BRADFORD v. Millwall	
BRISTOL v. Swansea	
CHARLTON v. Port Vale	
FLYMOUTH v. Cardiff	
PRESTON N.E. v. Burnley	
Reading v. Notts F.	
SHAMPTON v. Tottenham	
SPRINTERS v. Bradford C.	
WEST BROM. v. Barnsley	
Wolves v. Oldham	

TEST CRICKET.

M.C.C. RETRIEVE A POOR START.

VOICE IN GOOD FORM.

Johannesburg, Wednesday.
For to-day's Test, Newson (Transvaal) has been selected as the eleventh man for the South African team. Taylor (Transvaal) is unfit, and Viljoen (Griqualand West) replaces him. The English team was also announced this morning, and the sides are:

South Africa.

Napier (Transvaal) captain.
Xenophon Balaskas (Griqualand West), Cameron (Western Province), Catterall, S. Curnow, McMillan, and Mitchell (all Transvaal), Stedie (Natal), Vincent and Newson (Transvaal), and Viljoen (Griqualand West).

England.

A. P. F. Chapman (captain), J. C. White, R. E. S. Wyatt, L. A. R. Peebles, M. J. Turnbull, Duckworth, Hammond, Hendren, Leyland, Tate and Voce.

A Bad Start.

The weather was sunny and the wicket easy to-day for the first Test. There was only a small attendance.

Chapman won the toss, thus maintaining his traditional luck, and sent in South Africa to bat. The home side fared badly against the tourists' bowling and smart fielding, and at the lunch interval had only scored 61 runs for the loss of six wickets.

All-Out For 126.

There was a crowd of 5,000 present after lunch. South Africa made a poor showing, Balaskas being leg before to Peebles for seven, the seventh wicket falling with the score at 78. Napier, the skipper, had a very short stay at the wicket, being bowled by Peebles for a "duck," at the same score. Wally Hammond caught Vincent off Voce's bowling for two, the ninth wicket thus falling at 81. Newson made ten runs, before being beaten by Tate, the innings closing for 126.

Voce, was deadly, and bowled throughout the innings, unchanged. He returned the excellent analysis of 4 for 45.

Wyatt and Leyland opened for the tourists, and scored steadily until the amateur got in front of a straight one from Napier, with the board showing 33. The second wicket fell at 42, Leyland, who had been batting freely, being caught behind the wicket off Napier for 29. Hammond followed, and partnered Patsy Hendren, who had a short stay, being snapped by Cameron off McMillan for eight. The third wicket fell at 51.

There was no tea interval, Hammond and Turnbull retrieving a rather poor start. Turnbull went out to hit, and was finally stumped off one of Vincent's "slows" for 23, the fourth wicket falling at 108. Hammond apparently was concentrating upon defence, but Chapman played a free game for 28 until he was caught by Newson off Vincent.

Hammond and J. C. White played out time, the Gloucestershire batsman being not out 45, and the Somerset skipper not out 8. The M.C.C. had scored 167 for the loss of 6 wickets at the close. Detailed scores are as follows:—

South Africa—1st Innings.	Goals.
P. W. D. L. F. A. Pts.	
Curnow, l.b.w., b Tate	13
Mitchell, c Hammond, b Voce	8
Stedie, b Voce	13
Catterall, b Voce	5
Viljoen, c Duckworth, b Peebles	7
Balaskas, l.b.w., b Peebles	7
Cameron, b Peebles	0
McMillan, not out	45
Napier, b Peebles	0
Vincent, c Hammond, b Voce	2
Newson, b Tate	10
Extras	18
Total	126

(Continued at foot of preceding Column.)

ENGLAND DEFEATED BY SCOTLAND

SCOTS' DOUR DEFENCE

INTERESTING GAME AT HAPPY VALLEY ON CHRISTMAS DAY.

CLARKE IN FORM

Played before a large crowd on the Club ground, Happy Valley, Scotland succeeded in defeating England by two clear goals. The skill of the wing men in each team was mainly responsible for this open and fast play which contributed towards an interesting game. Both Clarke and Clucas were conspicuous with a number of splendid saves between their respective "sticks."

ENGLAND WIN THE TOSS

Promptly on time R.P.O. Billings lined out the following teams:—
England:—Clucas; Dixon and Martin; Hedley, Downman and Blis; Magee, Peacock, Redgate, Grimwood and Skinner.
Scotland:—Clarke; Henderson and Blackburn; McGlashan, Oram and Duncan; Hughes, McKenna, Frazer, Hay and Campbell.

England won the toss and elected to play toward the Club house, and Frazer, setting the ball in motion, touched to McKenna, who put Campbell away, but the ball went into touch. Receiving from the Throw-in, Grimwood sent through a splendid pass to Magee but Henderson beat the Navy man for possession and ran the ball behind.

Scotland retaliated and Campbell shot behind, and a minute later Dixon in stopping Hay's shot conceded a corner, which was fruitless. Frazer nearly bored his way through, but was pulled up for offside and from the free kick Magee received and cut in to shoot but the ball glided just over the bar. From a free kick on the right England worked their way up to force a corner on the left, the flag kick being cleared with difficulty, but the ball was returned to Skinner, who centred for Clarke to save smartly.

Scotland pressed. Play hovered around the Scottish goal mouth for several minutes and Peacock missed a good scoring chance when he shot over the bar from close range. A minute later Magee shot for Clarke to bring off a splendid save, and clear to put his forward line away, but Hughes's parting shot was well held and cleared by Clucas. England then broke away and had a period of attacking, but through the slowness of their inside forwards many scoring chances which presented themselves were missed. However, Peacock sent in a drive which missed narrowly, and from the goal kick, the Scots forward line was again seen in action and England's goal had a narrow escape when Hay put Brazer away, but the latter, with only the "keeper to beat, shot wide.

After this "let-off," the English defence was kept on the run for a period but the tackling of Dixon and Martin and the strong kicking of the former, kept them out of the goal, and put Hughes away, who, after neatly evading both Blis and Martin, shot miserably behind. Too much individualism appeared to be the weakness of the English inside men, for each in turn tried to beat the opposing defence, but without result, and the only shot which looked dangerous, was from Blis, but the ball sailed past the upright.

Much Excitement.
Magee was then the cause of much excitement, when he raced down and cut in only to crash the ball into the side of the net and a minute later Peacock asked a shot over the bar. From the clearance Hughes was away again and forced a corner, but Downman cleared the bar. A minute later Clarke

was again prominent with two splendid saves, the second, at the cost of a corner, being from Magee, who had cut in and shot from close range. From the flag kick Clarke snatched the ball from a bunch of players and threw it clear to relieve the pressure.

The English wing men were still getting too much scope, with the result that at this stage the Scottish defenders had a busy time in keeping out the centres that were put across, and from Skinner's corner kick Peacock shot well over the bar. A minute later Magee cut in again to shoot, but Henderson deflected the shot behind for a fruitless corner. However, Magee could not be kept out and he was back again to bring Clarke to his knees with a hard drive. Just on the interval Clarke again saved well from Magee and the whistle blew with England's goal down in spite of their persistent attacking.

Half-time:—
England 0
Scotland 1

A Fine Save.
During the interval, the spectators were treated to a selection and the Pipes and Drums of the 2nd Bn. Argyll and Sutherland Highlanders marched round the playing pitch, rendering a number of Scottish airs.

On the resumption, Scotland broke away to force a corner on the left and from Campbell's flag kick both Frazer and McKenna missed badly, and Clucas ran out to clear his area. Clucas, a few minutes later, was conspicuous in bringing off a fine save from Campbell, but was forced to concede a corner, and Campbell, taking the kick, sent over a shot which curled into the net, completely misleading Clucas, to score Scotland's second goal.

After this reverse England again transferred play, and Clarke saved well when hard pressed by Peacock.

There followed a period of mid-field play and then Scotland again took up the offensive and Frazer had bad luck when his shot skimmed the top of the crossbar with Clucas out of position. The ball was booted down to take play into the Scottish goal mouth but, owing to the weak shooting of England's inside forwards, Clarke was able to clear and put Hughes away, who, after neatly evading both Blis and Martin, shot miserably behind. Too much individualism appeared to be the weakness of the English inside men, for each in turn tried to beat the opposing defence, but without result, and the only shot which looked dangerous, was from Blis, but the ball sailed past the upright.

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GOLF.

STARTING TIMES FOR WEEK-END.

The Royal Hong Kong Golf Club notify the following starting times for Fanning:—

TO-MORROW.

9.20 a.m. C. B. Johnson, D. E. Clarke.
9.24 " W. S. Hillier, H. Hampton.
9.28 " M. H. Turner, T. G. Barnett.
9.32 " T. Newton, J. M. Walker.
9.36 " P. Morrison, D. Lyon.
9.40 " T. Low, N. M. Currie.
9.44 " D. Black, D. S. Robb.
9.48 " C. M. Roberts, K. K. Rounds.
9.52 " F. H. Ellis, P. Tester.
9.56 " I. H. Geare, A. H. Ferguson.
10.00 " D. Forbes, A. Ritchie.
10.04 " E. Stone, W. A. Weight.
10.08 " R. W. Taplin, S. S. Perry.
10.12 " J. H. Raikes, S. J. H. Fox.
10.16 " J. Gardner, A. J. R. Wolf.
10.20 " G. T. May, C. H. M. Andrew.
10.24 " E. des Voeux, F. A. Redmond.
10.28 " M. G. Mills, R. K. Valentine.
10.32 " G. Thomson, W. E. Hunt.
10.36 " C. R. Waturin, J. B. Lanyon.
10.40 " R. H. D. Wade, R. L. S. Webb.
10.44 " O. Eager, A. D. Humphreys.

SUNDAY.

9.20 a.m. O. Eager, A. D. Humphreys.
9.24 " A. O. Brown, J. B. Lanyon.
9.28 " E. des Voeux, A. G. Coplin.
9.32 " W. S. Hillier, H. Hampton.
9.36 " R. H. D. Wade, R. L. S. Webb.
9.40 " A. F. Judd, C. B. Terdre.
9.44 " A. C. I. Bowker, D. J. Gilmore.
9.48 " A. B. Purves, F. A. Redmond.
9.52 " W. E. Leckey, J. D. A. Hutchison.
9.56 " L. Yates, H. Low.
10.00 " A. J. R. Wolf, L. Lindars.
10.04 " G. T. May, C. H. M. Andrew.
10.08 " J. W. Alabaster, V. E. Gordon.
10.12 " C. E. Holmes, R. K. Valentine.
10.16 " W. J. Clark, A. Ritchie.
10.20 " C. B. Johnson, T. G. Bennett.
10.24 " P. Low, J. S. Campbell.
10.28 " D. S. Edward, J. E. Richardson.
10.32 " A. H. Musson, H. U. Ireland.
10.36 " J. Younger, D. S. Robb.
10.40 " J. H. Geare, D. Forbes.
10.44 " J. MacKnight, E. D. Matthews.
10.48 " W. G. Lorimer, S. S. Perry.
10.52 " W. J. S. Key, N. E. Littlejohn.
11.00 " J. Butterfield, J. Gardner.
11.04 " C. L. Shank, H. C. Durschmidt.
11.08 " M. G. Mills, S. J. H. Fox.
11.12 " E. P. Fletcher, J. S. Dykes.
11.16 " D. R. Fitzgerald, N. I. South.
11.20 " A. Leach, A. E. Lissaman.
11.24 " J. Conlithart, E. M. Bryden.
11.28 " R. J. J. Sneddon, J. P. Sherry.
11.32 " Dr. Dorey, G. W. Reeve.
11.36 " W. A. Cornell, P. S. Grant.
11.40 " R. M. O'Shea, E. T. E. Nash.

FINANCES OF L.T.A.

PROFITS MADE ON ALL TOURNAMENTS.

The statement of accounts issued by the Lawn Tennis Association shows an income for the year ending September 30 last of \$13,857, an increase of \$1,053. The excess of income over expenditure was \$2,655.

The association's share of the profits from the 1929 championship meeting at Wimbledon was \$3,509, an increase of \$902 compared with the 1928 meeting.

The capitation fee of 2s. paid by competitors in 184 tournaments in 1930 produced \$2,889. The profit from the hard court championship meeting at Bournemouth last spring was \$185, an increase of \$107.

The expenses of the inter-county championships on grass were \$901, and those of the inter-county championships on hard courts \$111. Others items of expenditure were: Junior championships of Great Britain \$205, coaching subsidies \$1,303, coaching at Wimbledon \$85, professional matches and tournament \$276, and international matches—balance of account—\$1,819.

The amount invested is \$25,115, there is \$2,000 out on loan to the Northumberland L.T.A. and \$426 to the Teddington L.T.C. and \$3,000 cash at the bank and in hand.

FOOTBALL.

(Continued from Page 3)

kick and punted down field for Clarke to run out and clear.

Play, which up to now had been clean and interesting, was inclined to get scrappy, but England never slackened their attack and Clarke was well applauded, when, after running out to punch clear, he ran back to take the ball from the goal line, as it was slowly entering the net. England continued to pen the Scots in their own half but could not break through the dour defence. Some amusement was caused by Campbell when he got away, and throwing in near the corner flag, threw the ball on to an opposing defender for it to go behind, but the corner kick was cleared. A few minutes later he attempted to deflect a long shot into the net, but Clucas anticipated well and cleared but Hughes got away again and sent over a centre and Campbell racing up sent in a hard drive, which Clucas saved smartly. Hay then had a pot at goal but his creditable shot was cleared. From the clearance Skinner gained possession and rac-

ing down the wing with Blackburn, he beat the latter and centred, only to see Henderson make a grand clearance, for Scotland to return to the attack in the closing stages. Just as time Frazer missed a splendid chance of scoring, when he took the ball past Martin, but with only Clucas to beat he shot wide from a few yards out, and the final whistle sounded to bring an enjoyable game to an end.

Scotland 2
England 0

PORTUGAL V. CHINA.

Portugal's team for to-day will be selected from the following:—
C. Rocha, C. Gomes, Fernandez, Reed, A. V. Gosano, P. Xavier, R. Silva Netto, Beltrao, Ward, S. Sousa, B. Gosano, L. Rocha, and F. Santos.

With a standardised cloth the good amateur should be able, with steady practice, to build breaks of 60 and 70—a great incentive to achieve the coveted hundred.—
Walter Lindrum.

Harry Mason is unquestionably one of the brainiest boxers of all time. What he does not know about the boxing alphabet is not worth learning.—James Butler.

"Captain of the Guard"



STARTING TO-DAY
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LA PLANTE
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USEFUL PERMANENT JACKS

Very often when changing tyres around or adjusting four-wheel brakes, it is necessary to have the car jacked up at four points, so as to have all four wheels clear of the

ground. When the need for this arises the necessary blocks are usually hard to find, but if the following hint is carried out, blocks can be had cheaply and permanently. Four empty gallon oil tins filled with concrete provide all that is necessary.

NOT SO SOLID.

Posts of hard rubber in place of iron are the latest idea on the street islands in Munich, Germany, it being considered that they will reduce the risk of injury in cases of accidents.

DALAI LAMA'S CAR.

First One Being Taken to Tibet.

Lhasa, the capital of Tibet, is to know its first motor-car. The Dalai Lama, the spiritual and temporal ruler of the hidden country beyond the Himalayas, has ordered a luxurious car for his own use, and it is being carried in parts by mule transport along the tortuous and difficult road from India to Lhasa.

This was one of the many facts about the Dalai Lama recounted in London recently by Mr. David Macdonald, who for 15 years was British Trade Agent in Tibet, and is now paying his first visit to England.

Mr. Macdonald said: The roads at Lhasa will be suitable for a motor-car, but, of course, supplies of petrol will have to be sent to Lhasa, which will be an expensive business.

I believe a young Tibetan once took a motor-cycle to Lhasa, but it so frightened the horses and mules on the roads that he was asked not to use it any more.

The Tibetans do not wish any aeroplane to fly over Lhasa as they think it might disturb the gods.

I have only twice seen an aeroplane. The second was one which I saw over London.

FILLING THE FORD SUMP.

If oil is added to the sump of the new Ford engine when it is warm, splashing and blowing back often occurs, as bubbles form when the air is trying to escape. The cure for this is simple—remove the dip stick before adding the oil, and the air will escape.

ROAD CONGRESS.

Representatives of 62 Nations.

The sixth International Road Congress held in Washington, D.C., during the week beginning October 6, was attended by engineers and officials of 62 nations. Previous meetings of the Permanent International Commission of Road Congresses have been held in Paris, 1908; Brussels, 1910; London, 1913; Seville, 1923; Milan, 1926. The next meeting will be in Munich, Germany, in 1934. The registered attendance at the Congress was 1,343; the attendance at the International Exhibit of Road Machinery and Materials held by the American Road Builders' Association in conjunction with the Congress, was probably double that figure. The British delegation was the largest in attendance from overseas.

The programme as arranged by the American Organising Commission was divided in two sections, devoted to construction and maintenance, and to traffic and administration, there being three questions under each section. The questions for discussion were prepared by the Permanent International Commission.

A noticeable feature of the Congress, apart from the fact that engineers throughout the world very clearly have many similar problems and ideas about the construction and use of highways, which contributed to the success of the meeting, was the use of a telephone system connected to each seat, and the interpretation of the remarks of each speaker as he talked into the four languages of the Congress; English, French, Spanish, and German. Animated discussion was maintained regardless of the language of the speaker by means of this system. While most of the delegates spoke English, every facility in the way of signs in different languages was provided. The daily Bulletin of the Congress was printed in the four official languages.

Apart from the discussion of technical road matters, the plenary session adopted two general resolutions, as follows:—

(1) The Congress resolves that the attention of the public powers should be drawn to the present importance of the road problem, and the advantages which would be derived from devoting increasingly higher sums to the improvement of road systems.

(2) In order to supplement the efficient work being carried out by the Permanent International Commission of Road Congresses, the Sixth International Road Congress, held in Washington, resolves to request the Governments represented in this Congress and adhering to the Permanent International Commission of Road Congresses in Paris that they should each appoint a national commission which will co-operate with the Permanent International Commission in its important campaign for the improvement of roads throughout the world. Engineering.

OVERTAKING.

Never overtake another vehicle without due regard to the safety of other users of the road. Do not take chances. If there is not adequate room between the overtaking vehicle and another approaching in the other direction do not risk a collision for the sake of a few seconds by any thoughtless cutting-in. Rather wait behind the car in front of you until the road is clear.

Never pass on a bend. This is highly dangerous, as one has not the slightest chance of seeing what is coming, and a collision is almost inevitable should there be a car approaching in the opposite direction. Only a moment's thought is needed to realise the danger of such an action.

EASILY-MADE PETROL FUNNEL.

An effective petrol funnel can quickly be devised from an old head-lamp reflector, preferably one that is rather deep. The hole in the centre designed to accommodate the lamp socket should be enlarged to about the size of a two-shilling piece, and a piece of metal tubing of suitable diameter soldered in to serve as a spout. Such a funnel will be found to give excellent results with either petrol or kerosene.

TRAFFIC CONTROL.

Teaching the Car Driver to Obey the Lights.

The Traffic Branch and the syces and owner-drivers of Singapore have never been known to co-operate for the purpose of providing entertainment for the rest of the public. The operations at the junction of Stamford Road and North Bridge Road, particularly during the afternoon rush hour, resembled something of the above description and crowds lined the pavements of the cross-roads to witness the efforts of the officers of the Traffic Branch to explain the working of the new automatic signals to erring drivers and the efforts of the drivers to comply with the signals.

The entertainment was plentiful and varied. At times things would work smoothly until somebody would try to get over to the other side after the amber warning light had come on or some other person try to sneak round into a turn regardless of the on-coming traffic.

The Lady Passenger.

The signal was on an 80 seconds cycle with a 60 per cent. preference for Stamford Road. The thing which must have puzzled quite a number of syces was the absence of any police officer close enough to the signal arrangement to manipulate switches. Nor was it puzzling to the syces alone as the following incident will show: The green light snapped out and the amber shone in vivid contrast. A car approached and the syces, regardless of the change of signal, was about to steer across the junction. "Don't you know that this light means you mustn't bunt?" asked the Inspector—or words to that effect. The Inspector had reckoned without the lady passenger of the car, who replied in tones of indignation, "It's your fault, I saw you change the lights round as he was going across."

Turning off from one road into another seemed the most puzzling manoeuvre of all yesterday but really it is quite a simple operation requiring nothing beyond a little commonsense and road courtesy. A car wishing to turn off must drive up to the centre conveniently close to the signal standard to be out of the way of the traffic travelling in his own and opposite directions and at the same time ready to do a quick turn when the opportunity presents itself. If a car is drawn up in the centre while the stream of traffic out of which it has dropped proceeds, it is in the way of the crossing traffic when the signal says "go" so that the driver can quickly swing round and join the stream of released traffic.

However, the drivers of Singapore have shown themselves a quick-learning lot in the past and it is safe to say that in a few days things will work quite smoothly. There is only one fault to be found with the new signal arrangement and that is that it is rather low. —Singapore Free Press.

EASY RIDING, WHAT?

Here's a good story that's worth retelling:

A Ford owner recently set out to drive from Bristol to Malvern, England, a distance of 61 miles, and by mistake left a packet of cigarettes and box of matches on the running board. When he alighted after almost completing the journey he was astonished to discover both cigarette and matches still lying on the running board. This remarkable instance is vouched for by the driver in question, Carlyle Rhodes, of Somers Park Avenue, Malvern, who adds: "We had driven over rough roads and there was nothing to prevent the packets falling off—what wonderful springs this car must have!" —Ford Times.

TO EXTRACT A RUSTED-IN STUD.

A stud which has become rusted in position can be removed, very often, in the following manner: Obtain two nuts which fit the thread of the stud; file the bottom of each of them at an angle and screw them on to the stud with the filed faces together. With two spanners tighten them up so that they become locked together. By turning the bottom nut afterwards it will be possible to withdraw the stud without damaging the thread.

OIL DRIVE.

Fuel Which Costs Only 4d. a Gallon.

I had a trial run on one of the first of the new A.E.C. omnibuses driven by a crude oil engine, the fuel for which costs but 4d. a gallon, writes Harold Pemberton, Daily Express motoring correspondent.

It has been suggested that these engines are shortly to be used extensively by the London General Omnibus Company. Actually the oil-driven omnibus is only in its experimental stage. The company are to apply to the police for permission to place one of the new oil omnibuses on one of their passenger services.

If this is granted the omnibus will be given a thorough trial over an extended period, and it depends entirely on the success or failure of this trial whether a change-over will be made from petrol to oil.

Halved Costs.

The fact that the London General Omnibus Company consume something like 26,000,000 gallons of petrol a year makes the experiment one of considerable importance to the travelling public.

Oil costs 4d. a gallon. The price of commercial motor spirit is about a shilling a gallon, although a concern like the London General Omnibus Company, buying vast quantities of petrol at a time, pays considerably less than this figure. The use of oil would probably halve their fuel costs.

The demonstration was watched therefore by engineering experts from all over the country with the keenest interest. Except for the fuel injectors, the engines under test were British-made throughout.

The vehicle I rode in was similar in all respects to a London General Omnibus Company omnibus, except that an oil engine was substituted for the usual petrol engine.

LEAD
THE
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B.
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Sole Agents:

SINCERE'S

Acceleration appeared good. The omnibus travelled faster than I care to go in such a vehicle. In fact, during the tests one of the new oil motor-omnibuses was stopped by the police on the Great West Road. The constable working the trap warned the driver that he had been timed doing forty-one miles an hour.

Except for being noisy, the omnibus seemed to run quite smoothly at low speeds. Slow running has hitherto been one of the difficulties of the oil engine.

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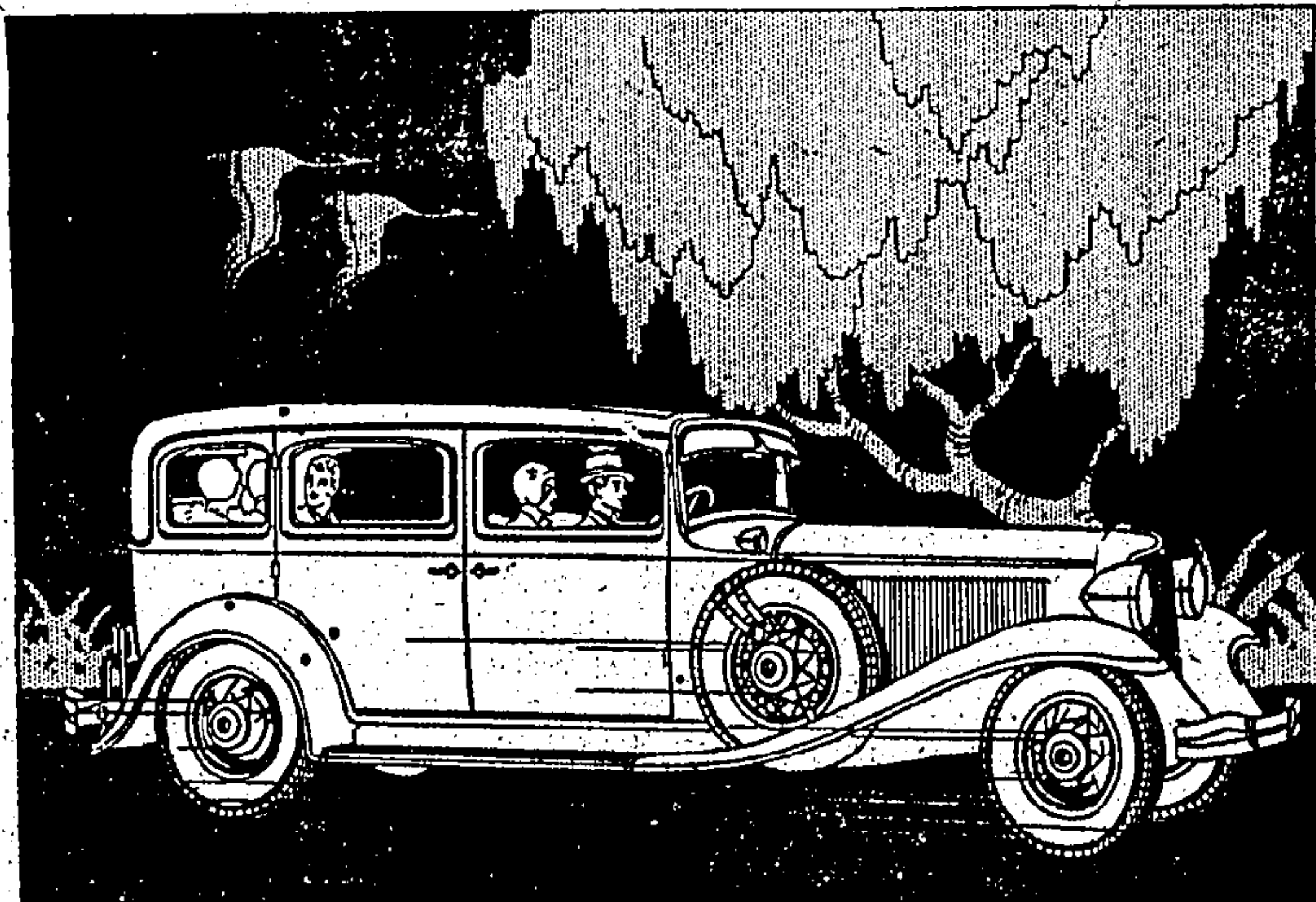
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WOMAN DRIVER.

As Considerate As A Man.

"An amazingly foolish and perilous person is the lady who drives a car—so it would seem from what one reads and hears." Thus the motoring expert of an overseas journal, and it is gratifying to find that he later qualifies this statement by giving as his personal experience that the average woman is as careful and considerate a driver as the average man. Nevertheless, it must be admitted that the average man gets quite annoyed with any and every woman driver, and not only accuses her of bad driving in season and out of season, but if she is involved in an accident he invariably blames her. This came somewhat forcibly home to me one evening recently while I was waiting for a tram in Queen Street, says a Brisbane writer. A woman was carefully, not to say most cautiously, starting her car from the curb, when a man-driven car came tearing recklessly along, and in passing grazed her front mud-guard rather badly. I don't suppose any one but myself actually saw the occurrence, but three men passing by said scornfully to their companions: "A woman driver again!" Prejudice satisfied them that it must have been she who was responsible. It is high time acknowledgment was made that by the acid test of the always lengthy list of traffic prosecutions recorded every week women are not only as careful as the men drivers, but they are more careful, and certainly more law-abiding. Perhaps they may not be so considerate, so perhaps one or two hints will not be out of place.

First it is advisable when trying to get into a position by reversing not to be too intent on what is happening to the front of the car. It is as well to bear in mind that there may be some one behind unaware of what manoeuvre is being effected.

Again, women are not apt to give correct signals. "Whenever I see a woman driver in front of me waving an arm out of her side window I pull up dead," a well-known motorist admits. "That is the only safe plan." The remedy for this fault is obvious.

Another fault is the rather general one of spasmodic driving—speeding at one moment and dawdling the next for no apparent rhyme or reason. And lastly, there is the lady who shows manifest disapproval of nearly all the other drivers "on the road. Haven't you met the type who threatens to 'take your number; and I'll tell my husband,' while you are blissfully ignorant of your shortcomings?"

Some of these faults may be due to ignorance; others are caused by temperament. It is, however, a pity not to remedy them wherever possible; for the average woman driver is really so good and capable that just a shade more care would for ever dispel the prejudiced opinion that she is "amazingly foolish and perilous."

FITTING BUSHES.

Accurately fitting spare parts for the car are to-day the rule rather than the exception, and in most cases one can get bushes, etc., which will fit into their respective positions without the need of special tools for "finishing" them. This has led to a number of motorists doing their own replacement work, and it is for these that the following hint is intended. Difficulty is often found in removing an existing bush prior to fitting a new one. This difficulty can be solved by means of the following tool. Take a long bolt or make one up, 6 in. or 7 in. in length; it should be threaded for almost its whole length and arranged as shown in the diagram; a large washer is located under the head of the bolt, which is then passed through the new bush and through the bearing, the new bush will rest on the old one which is to be drawn out. A third old bush or a small piece of tubing is located underneath the bearing, and a nut screwed on to the bolt and drawn up against a washer at the lower end. Then by tightening up the nut the new bush will gradually be drawn into place, and finally will force the old one out.

SAVING PETROL.

When the greatest economy in conjunction with a consistent driving average is desired, the pressure on the accelerator should be released as much as possible when driving, so as to obtain the economic opening of the throttle. Full throttle means heavy consumption, and nearly always one can maintain the same speed with a smaller throttle opening. Jerky running, and sudden snatches at the accelerator mean a squandering of petrol into the engine, which is wasteful and harmful. Once the car is in motion, as the desired speed is reached, it is found that it will maintain the speed on a consistent throttle position.

AUTOS AND LOCKJAW.

In spite of the enormous number of cuts, scratches, and bruises for which automobiles are responsible each year, the automobile must be credited, believes Dr. C. O. Sappington, of the National Safety Council, U.S.A., with a great decrease in cases of lockjaw in the United States in the past ten years.

Not that automobiles or automobiles have any direct effect on the lockjaw germ. What has happened, Dr. Sappington explains in a recent issue of the council's industrial bulletin, the "Safe Worker," is that automobiles have displaced millions of horses, especially in cities. The lockjaw germ, he continues, is a normal inhabitant of the digestive system of the horse. In the old days when horses were common these living lockjaw germs were scattered by billions everywhere in soil and dust.

Any chance injury, such as stepping on a rusty nail, or a cut with a dirty knife, or even a scratched hand or knee caused by a fall, was likely to become infected with these lockjaw germs, which then multiplied in the blood and brought on, after a few days, the dreaded spasm of the jaws and other muscles, which gave the disease its name. The lockjaw germs, Dr. Sappington recalls, cannot enter the body through unbroken skin. Some kind of scratch or cut is necessary.

Nowadays, with fewer horses to scatter the germs, such accidental abrasions of the skin are less likely to become infected with lockjaw germs, although it still is a good plan, Dr. Sappington agrees, to have all such cuts cleaned and disinfected by an expert physician or nurse, and to take a dose of lockjaw serum if the physician so advises.

FAN AND WATER PUMP DRIVES.

On quite a number of present-day cars the fan and water impellers are mounted on the same shaft, and driven by belt from a pulley on the crankshaft. On cars such as this the adjustment of the belt is of extreme importance, as a loose belt not only slows down the fan action, but impedes the flow of cooling water, with the result that the engine often overheats. Keep the belts tight enough to drive the fan and water pump at their correct speeds, and see that grease or oil is not allowed to get on to the belt.

A Steering Phenomenon.

A Track-rod that Disappeared.

I wonder whether the following occurrence is unique, says a South African correspondent of the Autocar. Four of us were travelling in an old-type car which had knuckle joints on the track-rod. While we were turning out to pass another car the right-hand wheels struck a sharp bump, but as everything seemed all right, we kept on at a steady 30 m.p.h. for some four miles farther, when, as the speed dropped below about 15 m.p.h., the front of the car began to jerk violently, the left wheel swinging so much that the tyre could be seen from the running board.

In some alarm we examined the front of the car, and were amazed to find the track-rod completely missing! The owner's house being near, we got the car home on low gear, two of us having to keep the left front wheel straight by hand, after which we took another car, and, after much searching, found the track-rod a few feet off the road, almost opposite the bump, and bent rather badly.

Can anyone suggest a reason why the track-rod should slope and the car yet keep straight? The only conclusion I can arrive at is that the blow on the right wheel caused the slightly worn right-hand knuckle joint to jump out and the loose end of the track-rod would knock on the road, causing another jerk sufficient to make the left-hand joint jump out as well.

In fact, some friends who were directly behind us, and saw the loose track-rod snapping under the car, for a moment, think that was the cause. I can also understand that gyroscopic action could keep the left wheel (the right would be controlled by the steering wheel in any case) straight as long as the speed remained steady; but what puzzles me is that four turns of a fairly sharp wheel were taken without any drag, when one would expect the swing of the car to force the loose wheel out or in. I may mention that afterwards, when we drove across another car on which the track-rod had come loose at one end, and the left wheel was swinging sideways and nearly parallel to the road, it seemed that, owing to the gyroscopic action, the car kept straight.

OPEN OR CLOSED?

View Restricted by the Roof of a Saloon.

To glance at the streets of London one would imagine that this question had been settled in favour of the saloon. I was therefore more than interested to see a correspondent voting for the open tourer, writes a correspondent of a Home-paper.

There are many factors; fashion is potent; the ladies have their views. I have, however, never been convinced that an open car that will close up is not preferable to a closed car that will not open. I have just returned from a tour in the Highlands of Scotland. How I thanked my fortune that the glorious views that I could see above the windscreen-top were not shut out by a roof! How I smiled when I saw on several occasions passengers in sunshine saloons standing up in their cars, with their heads sticking through the roofs, viewing the mountain-tops in places like Glen Urquhart!

A friend of mine recently toured Switzerland in a saloon; it was useless except as a conveyance from viewpoint to viewpoint; with a tourer it is viewpoint all the time.

QUESTIONS AND ANSWERS.

L.S.—In the event of removing the battery from a car and operating the car while the battery is out, how is the generator prevented from burning out by grounding the terminal?

The ordinary car type of generator already has one brush grounded. When you earth the insulated terminal which is connected to the insulated brush you have both sides of the armature earthed. When the machine starts up it will generate a slight voltage which will send a small current through the wire you are using for the earthing connection. Except for the current through this wire, the two brushes are at the same potential or voltage. This means that hardly any voltage difference is developed in the machine, and accordingly there is practically no voltage available to send current through the shunt winding. The machine continues to send a very small current through the short circuit connection, never builds up any appreciable voltage, and never has enough current in the shunt winding to amount to anything. On the other hand, if operated without any outside connection it builds up an abnormal voltage and sends all its current through the shunt winding, causing it to overheat in a very short time. If operated in this way very long the short circuit current usually demagnetises the machine. After the battery is put back in the car the generator can be remagnetised by shorting the two cut-out terminals together with a screwdriver or a pair of pliers. This energises the generator fields with the battery current.

A.R.N.—A few weeks ago I had the commutator on my Buick generator trimmed down and a new set of brushes fitted, and now, after connecting it up, I cannot cut the charging rate down below 8 amps. This generator is fitted to a 1920 four-cylinder model, and I used to be able to get the rate much lower than it is now. When using the car I do a lot of long-distance work, and if I forget to turn the lights the battery overcharges. It there any way by which I can reduce this charging rate?

The normal output of this generator is 7-9 amps. at 825 r.p.m., increasing to 12-15 amps. at 1,600 r.p.m., or 20 miles an hour. In other words, at about 10 miles an hour it is perfectly normal for the generator to produce about 8 amps. It is possible, however, that the turning down of the commutator has altered the position of the third brush, making it slightly in advance of where it formerly rested. It may be necessary to slit the third brush holder back a bit to let the brush come back against the direction of rotation. Doing this will probably reduce the charging rate to 5 or 6 amps, which is as low as you can expect after the machine cuts in.

REAR WHEEL REPLACEMENT.

On cars fitted with external contracting service brakes on the rear wheels, acting in conjunction with internal expanding brakes, for parking, difficulty is often experienced in replacing wheels after they have been removed for the purpose of refitting the brake bands. If six small distance pieces of wood each about 2 in. by 1 in. by 1/2 in. are made and placed between the two sets of bands, they serve to keep the opposing lining apart, by pushing the wheel strains on the axle away from the bands, and the bands will then slide into place without difficulty.



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LARGE GARAGES.

Problem in Big Towns.

In Germany the questions relative to the most practical method of installing large garages in the big towns have been extensively studied by engineers and architects, a good many of whom have made the solution of the problem thus presented their exclusive speciality.

Opinion seems to be largely in favour of those types of large garages in which individual boxes are dispensed with, because they occupy too much space and will therefore have to be more or less confined to garages in small towns or in the outlying quarters of large cities. A garage, if it is to pay its way, must economise in space to the limits of possibility. Single-storey garages are practically always unremunerative. Garages containing several storeys possess a great advantage in that the number of storeys may be increased so as to get the utmost value of the surface extent of the site.

Such garages, although containing a considerable number of floors, need not attempt to rival ordinary skyscrapers. At Essen, for instance, an underground garage has been built which—in addition to the ground floor—has three additional storeys below the ground as well. It seems likely that a combination of both types, i.e., garages with a number of storeys both above and below the ground, will prove the most practical solution of the problem.

The conveyance of the cars to the various storeys can be effected by elevators or sloping platforms. In order to get rid of the annoying smoke, nuisance, which, indeed, is not only a nuisance, but a danger as well—the cars are not moved under their own power. By means of movable floors they are conveyed from elevator to box and vice versa. The installation of ingeniously designed automatic brakes, lock-up arrangements, and controlling gear enables such garages to be centrally operated from one single centrally situated "box." Thus, there is no need for any attendant within the garage, and the possibility of accidents is effectively eliminated. These equipped with every kind of up-to-date technical device, these garages may be said to be ideally suited for the purpose of saving space in the big towns.

constructions has already accumulated in America, and now that the demands on space are constantly increasing, our own towns and cities find it more and more necessary to proceed along the same lines.

An important item in connection with large garages—no matter whether they are built of steel or other materials—is the choice of the most suitable gates. If it is desired to banish successfully every kind of combustible from the garage, and to secure a maximum of safety against burglary, the gates and intervening walls must be made of steel, corrugated iron, or other non-combustible material. The revolving shutter type, some of the kinds most frequently used. The latter kind may also be made in one single piece and provided with a suitable lever arrangement. It goes without saying that such gates must also be equipped with all the accessories required for the service of automobiles, e.g., tank, service of fuel, car-lifting devices, washers, and cleaning apparatus, and the like.

THE RIGHT KIND OF PLUG.

Much more depends on the use of the right sort of plug than many motorists imagine. Oiling up, sooting-up, and pre-ignition, erratic running, and loss of performance can all be attributed frequently to the use of the wrong plugs. Therefore, when ordering a new set, no matter what the make is, study the recommendation chart of the plug manufacturer, and be sure that only the correct type is used.

A "MINOR" AS A GIFT.

Miss Marjorie Foster, the first woman to win the King's Prize at Blisley, has been presented with a Morris Minor by the residents of Camberley and Frimley, Surrey, in honour of her achievement.

LOCKING NUTS.

A good method of preventing nuts from loosening under the influence of vibration is to fit a washer of large diameter under the nut (this when a split washer of the correct size is not obtainable). When this has been tightened home as far as possible a part of the protruding edge of the washer should be bent up against one side of the nut. If another part is bent down over an adjoining flange where this is possible it will ensure that the washer cannot rotate. In order to undo the nut, the washer, when necessary, will have to be hammered flat. Yet another way of making a vibration-proof nut is to tighten the nut as far as possible and then drive a centre punch on the faces of the nut which touch the frame. The resultant punch marks create small flanges on both the frame and the nut, and, as these coincide, the nut will not come loose unless it is under the influence of a spanner.

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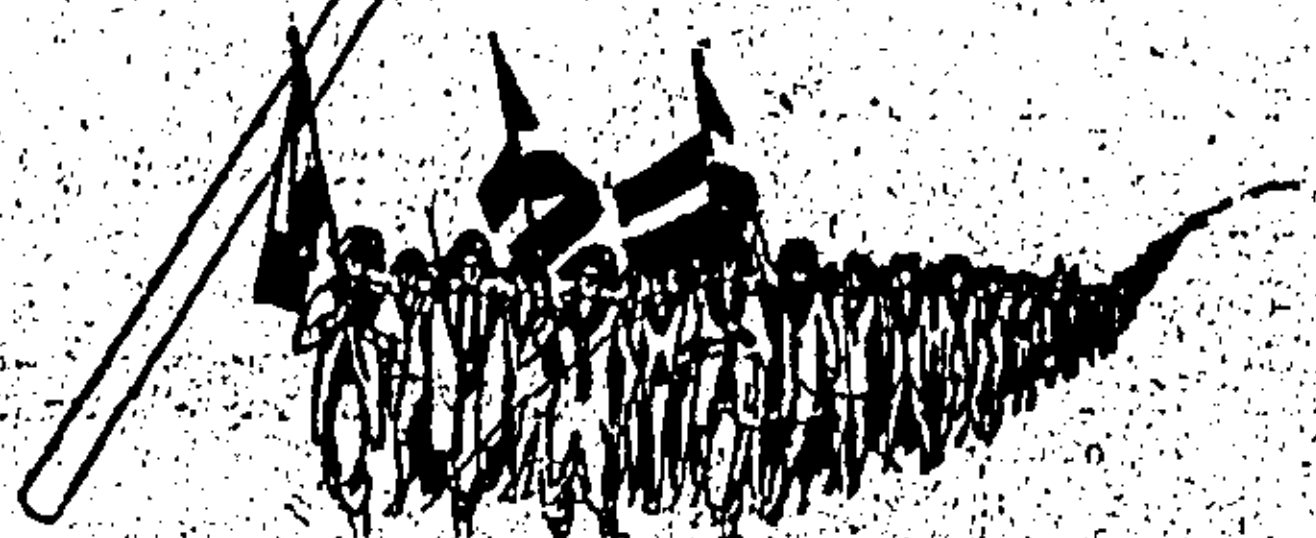
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BLOODHOUND OF THE AIR.

Robot to Destroy Enemy
 Aircraft.

EMOTIONLESS PURSUER.

London, Nov. 5.
 A pilotless, mechanical "bloodhound of the air," which, guided by a photo-electrical device in the nose of the machine will follow and eventually destroy any enemy aircraft against which it is directed, has been projected by a Hungarian ex-officer, Kalman Tihani, who is at present in London trying to interest the British Government in his scheme.

Fantastic though the idea sounds, Capt. Tihani claims the plans for his device are based on the utilization of mechanical and photo-electrical facts already known to science, and in the light of to-day's knowledge quite within the capacity of scientists to construct.

In its essentials Capt. Tihani conceives of a small-sized aeroplane with no undercarriage and with two engines mounted on the wings on each side of the fuselage, or body of the aeroplane. In the nose of the machine would be placed a freely-moving photo-electrical camera so constructed that once the camera is directed at an object electrical currents are set up which serve to keep the camera always pointed directly at this object. Other electrically operated controls would bring the direction of flight of the machine into line with the camera's direction.

Inevitable Destruction.

Capt. Tihani believes that by virtue of the fact his device has no undercarriage and carries no crew it could be built to fly faster than any existing aircraft, and once it was sighted and launched at an enemy aeroplane the latter's destruction would be inevitable. It could either be rammed, and an explosive fired by contact, or electrical apparatus operated by the camera could be arranged to fire the explosive as the machine approached within a few feet of the enemy's craft.

According to Capt. Tihani attempts of the enemy machine to escape by looping, zooming or pinning would all be futile because the camera could be so placed and arranged that the moment the object on which it was directed got out of range electrical

Our Sports Diary.

LOCAL

GOLF—To-day to Sunday—R.H.K.G.C. Christmas Meeting. Sunday—K.G.C. Championship Final.

December 31—January 2—R.H.K.G.C. New Year's Meeting.

FANLING HUNT—To-morrow—Hunters' Arms. 3.15 p.m. December 31—Kennels. 3.15 p.m.

FOOTBALL—To-day—Sunday Herald Cup—China v. Portugal (Charity Match).

Saturday—First Division—Kowloon v. Club; Royal Artillery v. St. Joseph's; Recreation v. Navy; Second Division—Club v. Borderers; Chinese v. University; South China v. Easton; Royal Artillery v. Recreation; Argyle v. Kowloon; Third Division—Ewo v. R.A.O.C.; Borderers v. Royal Air Force; South China v. Royal Engineers; Chinese v. Fukien.

New Year's Day—League v. The Services (Charity Match).

CRICKET—To-day—H.K.G.C. v. Army; Club de Recreation v. University.

Saturday—Division I—University v. Civil Service (L); Hong Kong C.C. v. Army (F); Division II—Civil Service v. University (L); R.A.S.C. v. Police (F); Indian R.C. v. Queen's College (F).

RACING—February 15—Fanling Hunt Club's Steeplechase Meeting.

February 15—Fanling Hunt Club's Steeplechase Meeting.

January 18—Fanling Hunt Club's Steeplechase Meeting.

RUGBY FOOTBALL—To-morrow—England v. The Rest, H.K.G.C. Ground, 4.15 p.m.

FENCING—Monday—Fencing Club Meeting, Yacht Club, 5.15 p.m.

TENNIS—December 28—U.S.R.C. Tournament Entries Close, 6.30 p.m.

January 11—U.S.R.C. Tournament—First Rounds Close.

January 19—U.S.R.C. Tournament—Second Rounds Close.

BOXING—January 3—Tournament City Hall, 9 p.m.

ATHLETICS—Monday—Yau-mat School Sports.

March 15 and 16—Hong Kong v. Canton Universities.

devices would swivel the camera around in all directions until the object was again picked up. Thereupon, he claims, electrical currents would halt it, again hold it on the object, and the relentless pursuit would recommence.

The fundamental principle at work in the camera, says Capt. Tihani, could, however, be turned to peace-time as well as war-time activities, and could be applied to prevent collisions between aircraft, between ships at sea, and also possibly between motor-cars.

—United Press.

BRITISH GIRLS OUSTED

Aliens Working for Nothing.

SERVANTS ON THE DOLE.

Domestic servants are on the dole, and foreign girls are still in the kitchens of British homes (writes a Special Correspondent of the Daily Mail).

These aliens keep on coming over here in thousands—from Denmark, Holland, Switzerland, Germany, and Russia—prepared to work for nothing or next to it so long as they can get a footing in Britain. And suburban housewives, as a result, are no longer worrying over "the servant problem." They can have their choice.

Girls calling themselves "students" arrive in London on the pretext of finishing their education—many of them clever girls, especially those from Russia, who can speak two or three languages—and proceed to become domestics in middle-class and upper-class homes. In many cases they receive funds from home, which keep them from requiring to compete with the British market.

According to the immigration laws they are supposed to return to their own country after six or twelve months' residence in London. But do they go back?

"Many, very many do not," admitted an immigration officer. "Some are made British" subjects by marriage, a marriage that is a mockery, for they leave their husbands at the door of the register office. Others change their employment without giving us notice, and are absorbed in London's millions."

Dodging the registration of aliens law is not difficult. Unless information is volunteered detection is almost impossible.

By the Aliens Order of 1920 an alien cannot land in the United Kingdom without the permission of an immigration officer, and if he proposes to be a wage earner he must obtain permission from the Minister of Labour. Every alien must register with the police, to whom he must notify any change of address, and he must have an identity book.

These precautions are good in theory but they do not work in practice. Any alien can get into England with a week-end ticket, and if he has friends, he need never be traced. And in the East End alien workers are swarmed and exploited by the fear of the law: they are blackmailed into slavery.

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 Torture you—take
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